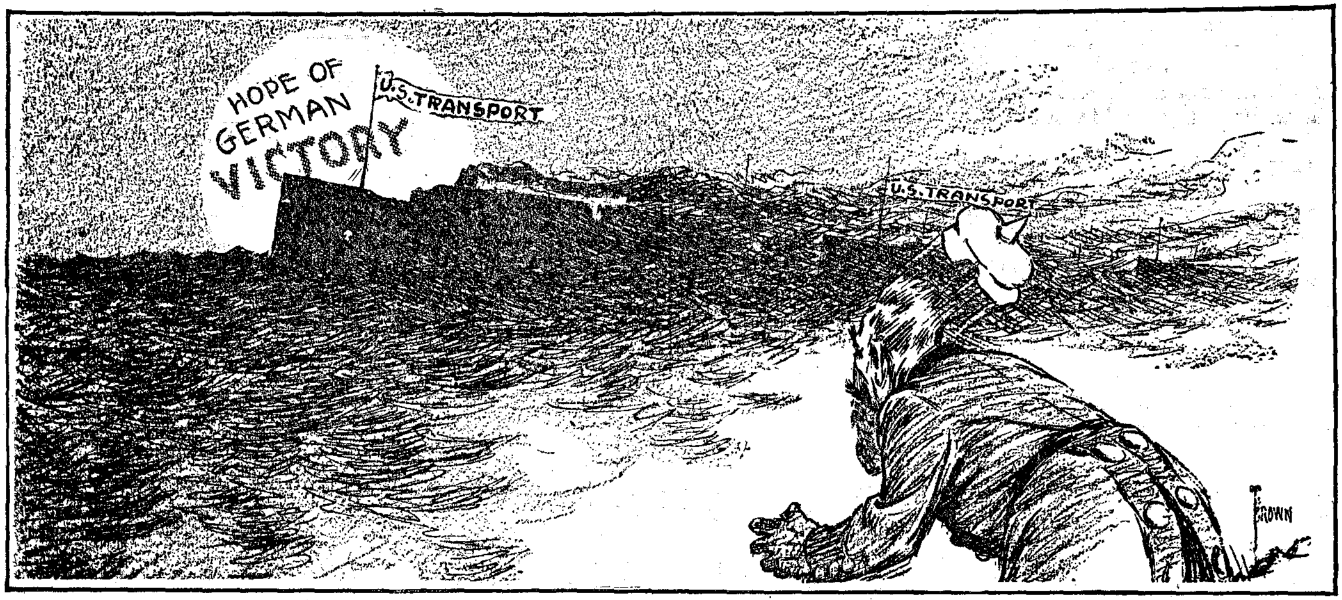


THE CONTINUOUS ECLIPSE. —Brown in the Chicago *Daily News.*

armies maneuver under the open sky, remarks the Havas correspondent at the front, who is believed to reflect the official view. In a Paris dispatch he is quoted as saying:

> "Under these conditions the momentary advance of an army and the capture of a town may mean nothing—the problem is more vast. For its own reasons our command did not find it advisable to give battle on the Somme or in Flanders after the March offensive. It confined itself to stopping the enemy.
>
> "Shall we accept battle this time as we formerly accepted it on the Marne? That is the secret of our command. The Germans have no illusions as to the value of the success they have gained. They know we have several million picked troops forming in maneuvering masses which they will have to encounter—somewhere.
>
> "If the enemy had the choice of ground for the offensive, we have the much more important choice of the field of battle on which Germany's destinies will be decided.
>
> "It will be seen, therefore, that there is no ground for alarm. We probably are witnessing the preliminaries to a great battle which both sides wish to be decisive. Consequently, it is comprehensible that our commanders do not act hurriedly but strictly in accordance with plans agreed upon."

And in a special dispatch to the New York *Times* Walter Duranty, a correspondent with the French armies, says:

> "The fact is that to professional soldiers such battles as the present are what war really means. I have constantly heard such phrases as 'We have simply reverted to the classical war of movement in which giving ground is just a maneuver comparable to that of a fencer who "breaks" before a sudden attack without in any way feeling that his security is menaced in consequence.' The non-military world has been hypnotized, but knew down in its heart that the classic principles of military science were not altered despite the limitations imposed by trench-fighting. Thus it is entirely erroneous to think of the German drive as a flood bursting through a fixt dam. What has happened is the normal result of the interplay of two forces, both of which have resumed fluidity after a long period of congelation.
>
> "The principle involved holds true even when retreat necessitates the abandonment of positions 'consecrated' in the public mind by long years of bloody struggle.
>
> "Facts speak for themselves. Divisions have not lost touch or been thrown into confusion. The retreat has been orderly and planned. And there are hurrying to position in the meantime reserves to make the enemy pay a heavy price for his gain of ground. Each mile he advances weakens his striking force and increases his fatigue and difficulties of communications and transport. Each mile exposes him more completely to the fire of the French artillery and machine guns. . . . . . .
>
> "And Germany's forces, like her time, are limited. For her there is no America hurrying to the rescue; no news like that of Tuesday, when the Americans won their spurs in the battle-area at Cantigny, to send a tonic thrill through the whole army, as it has done through the French.
>
> "The scene behind the battle-front presents a striking contrast to what occurred in March and affords full reason for confidence. Naturally, there is hurry, but it is orderly and harmonious instead of a rush to fling in troops at any cost to reestablish a critical situation."

But expert observers also warn us that while we may be confident of ultimate victory, we must not be impatient for it. The chances for peace this year, according to Frank H. Simonds, are remote. Writing in the New York *Tribune*, he says:

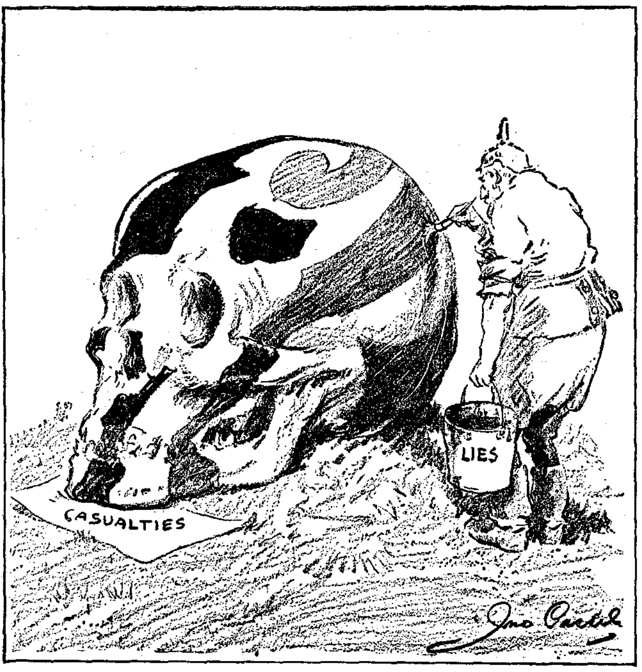
> "Peace this year can only be had under one of three conditions: First, that the Allies are beaten completely and beyond rallying in the present campaign and as a result of the German offensive. Secondly, that the Allies are able, having parried the German attack, to take the offensive themselves and do what the French and British were unable to do at the Marne—namely, transform a battle-field success, won in a counter-offensive, into a decisive victory. Thirdly, if the people behind the line, the civil populations, either of the Allied or of the enemy nations, collapse and compel the military forces to abandon a struggle which in the field has so far been indecisive."

Examining these possibilities in turn, he concludes that a German victory this year is exceedingly improbable; that "on the military side the largest conceivable gain for the German this year will be the occupation of the Channel ports and the dislocation of the British front in such fashion as to force the British armies south of the Somme." At the same time he sees small chance of a decisive Allied offensive before next year. On this point he says:

> "What seems to be the general expectation is that Foch will hold on to his reserves, use them with extreme parsimony, and—since it is a matter of life and death—avoid using them more rapidly than Hindenburg uses his. He must come to the end of the campaign with at least as many reserves in hand as the German to avoid disaster; he may hope to have a slight superiority but not a superiority warranting a major offensive in October, after he and Hindenburg have both lost from a million to a million and a half in the struggles that are bound to come.
>
> "Foch's problem, then, is not the problem of taking the offensive at the close of the German attack. He can not hope, save in case of an accident, to have enough reserves left for this. His problem is to hold the German this year, imposing as great casualties as possible and losing as few men as possible, that there may be a campaign of 1919. It is the necessity of Hindenburg to win before America gets up, as it was the necessity of Napoleon at Waterloo to defeat Wellington before Blücher arrived. Wellington's problem is Foch's. Had Blücher not arrived Waterloo would at most have been a drawn battle.
>
> "In the Marne conflict the Germans spent their force in the offensive and the French were able to win a tactical success by a counter-offensive, but they, like the Germans, had consumed their last reserves, and neither had any considerable fresh troops to put in, the one to hold, the other to transform, a success into a decisive victory. Now this is what seems most likely to be the

end of the campaign of 1918. Such an end will nevertheless be a tremendous Allied victory, because it will leave the road clear for a new operation next year, when the Allies will have a new reserve of at least a million American troops and the Germans will be without any such fresh contribution."

Turning to the third possibility, the collapse of the civil populations behind the line, he sees little probability of it on either side. Of the situation in Germany he says:



Copyrighted by the Press Publishing Company, New York.

CAMOUFLAGE!

—Cassel in the New York *Evening World.*

"The German has organized the East and made great progress in the West. He will probably make further progress, slight perhaps, indecisive certainly, but still unmistakable. He will stand on this and demand at the very least the recognition by his enemies of what he has created in the east of Europe and the west of Asia. He can not ask less and live, for the war has brought substantial ruin and the certain exclusion from the markets which took his manufactures and supplied him with his raw material before the world-war began.

"Unless Germany can hold Russia and the Balkans, with their Asiatic fringes, she can not hope and does not hope, to escape the approximate ruin which the war promises for her. But none of the Allies can consent to the perpetuation of German rule and domination in Russia and along the Black Sea without insuring future wars and preserving the precise Prussian peril we are all fighting to abolish. This fact has come home to the mass of the German people, and explains in some slight degree their present unity. Every class of German subject knows that ruin is ineluctable unless there be conquests and indemnities.

"Thus, when the present campaign ends and the German begins his peace maneuvers, as he certainly will if decisive victory has escaped him, his very necessities will compel him to demand terms which his enemies could only accept if they were conquered. . . . . . .

"As for hunger and war-weariness driving the German people to rebellion—they may rebel, but it is idle to expect or hope that they will. Russia yielded to her misery and permitted internal disorder to lead to external weakness, and the German people have the spectacle of Russia before them now to serve as a warning. And it will serve as a warning. The Eastern conquests will contribute much to alleviating the hunger and to supplying necessary things which the blockade has kept out of Germany. The worst of the food-problem will probably be over permanently before next winter closes.

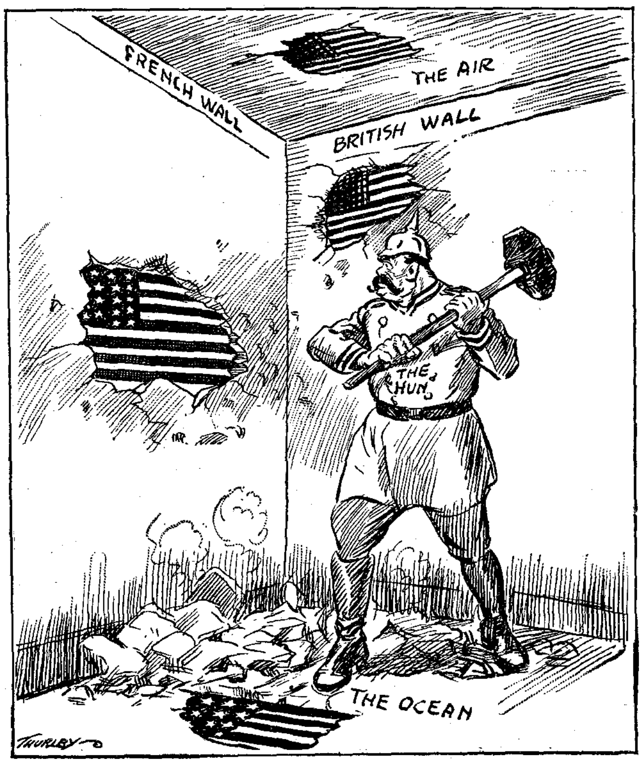
"It seems to me that the German leaders and rulers will still be able to control their subjects, if not by promises of fresh victories at least by the fairly accurate representation of what anything but a victorious peace will now mean, not merely for the present, but for future generations of Germans. Germany, like the South in 1864 and the early spring of 1865, will have no choice but to fight, because she can obtain no terms from her enemies which would enable her to preserve any part of the main purposes for which she has been fighting. Her enemies, at last certain of new assistance and relieved of a considerable part of the burden which they have had to bear, will not consent to a peace which will make their immediate present dangerous and their future dark."

Mr. Simonds concludes that "there will be a campaign of 1919, in my judgment, because the German can not win the war this year and our Allies are satisfied largely because of our aid to them that next year the German will lose it beyond doubt." "It is no longer a question of whether the Allied armies are going to emerge victorious from the struggle," says the Washington *Evening Star;* "it is only a question of when."

Not only is America the reservoir of man-power for the Allies in this crisis, *The Tribune* reminds us editorially; "we most be the reservoir of morale as well." To quote further:

"No one who has not been in Europe understands the strain which has been placed upon the peoples at war. No one who has not had day-by-day experience in France or in England can understand what the burden and the horror of this conflict have become for those who are bearing it now and have borne it through nearly four years. War-weariness in Europe is a factor which must be reckoned with, but it can be reckoned with if this country now and during the critical days which are to come preserves that splendid unity, determination, and enthusiasm which are already transforming conditions abroad and are bound to win the war when to the spiritual is added the material contribution.

"We owe it to our Allies to stand firm and confident, to recognize justly and appraise accurately the meaning of local enemy gains with respect to the main enemy purpose. The enemy does not expect to conquer the armies in front of him. He expects by the weight of his blow, driven against the bodies of the soldiers at the front, to break the sorely strained spirit of the populations behind it. He hopes to foment discord, criticism, and even bad feeling between the French and the English, the American and the English—between all the Allies. He hopes to magnify small gains and translate even larger incidental achievements, so that, while he is still on the military side far from success, the moral effect of his advance will be decisive."



WHEREVER HE STRIKES.

—Thurlby in the Seattle Times.

FOR HIGHER AND JUSTER TAXES

WHEN YOU "GIVE TILL IT HURTS," there is always the consolation, so the New York *World* remarks, that such giving "is going to hurt the enemy more than it does you." This spirit would seem to underlie the cheerful acceptance of President Wilson's declaration that the sacrifice necessary for victory is "a common sacrifice from which none escapes who can bear it at all." The new taxes necessary for the winning of the war against Germany will touch, directly or indirectly, every man, woman, or child in the country. Last month the American people first oversubscribed a Liberty bond issue and then gave to the Red Cross 50 per cent. more than was asked. Next week they will pay the enormous sums due the Government in the shape of war-taxes on profits and incomes. Earlier in the same week a 25 per cent. increase in railroad freight-rates and a large increase in passenger-rates go into effect. The new rates, it has been pointed out, "amount to new taxes; everybody must pay them." But next fall, we hear from Washington, we will be asked to subscribe to a Liberty Loan much greater than any of its predecessors, and we must look for a doubled burden of taxation next year.

No one, according to editors commenting on this situation, complains of the amount of taxes either levied or expected to be levied. But many people do complain of "inequities" in the levying of the taxes, both actual and threatened. Here, says the New York *Times*, the President comes to their relief with his "eloquent and unanswerable" advice to Congress in his address of May 27, that "the present tax laws are marred by inequities which ought to be remedied." A nation of taxpayers, in the opinion of other dailies, will be no less grateful to the President for his insistence that Congress draft the new revenue measure at once. As the Springfield *Republican* observes:

> "There is something to be gained financially in letting the people 'know the truth' at once about their taxes. . . . The war must be financed out of the nation's savings, hence the higher taxes should be brought home to us as soon as possible if we are to save as we should."

"Among business concerns subject to large excess-profit taxes the advantage of early precise information is of vital importance," says the New York *Globe.* "Boards of directors are hampered and executive officers must work in the dark till Congress tells them just what tax-burdens they must bear."

This necessity for being fair with the people who pay the taxes seems to have been uppermost in the President's mind when he decided to ask Congress to remain in Washington and prepare a new revenue bill. Mr. Wilson's call for immediate action in behalf of both the public and the Treasury Department was a summons to a universal duty in language which, it is remarked, "was never before used in a tax speech." He said in part:

> "We can not in fairness wait until the end of the fiscal year is at hand to apprize our people of the taxes they must pay on their earnings of the present calendar year, whose accountings and expenditures will then be closed.
>
> "We can not get increased taxes unless the country knows what they are to be and practises the necessary economy to make them available. Definiteness, early definiteness, as to what its tasks are to be is absolutely necessary for the successful administration of the Treasury. . . . . . .
>
> "The present tax laws are marred, moreover, by inequities which ought to be remedied. . . . . . .
>
> "Only fair, equitably distributed taxation of the widest incidence, drawing chiefly from the sources which would be likely to demoralize credit by their very abundance, can prevent inflation and keep our industrial system free of speculation and waste.
>
> "We shall naturally turn, therefore, I suppose, to war-profits and incomes and luxuries for the additional taxes. But the war-profits and incomes upon which the increased taxes will be levied will be the profits and incomes of the calendar year 1918. It would be manifestly unfair to wait until the early months of 1919 to say what they are to be. . . . . . .
>
> "Moreover, taxes of that sort will not be paid until the June of next year, and the Treasury must anticipate them. . . . . . .
>
> "In the autumn a much larger sale of long-time bonds must be effected than has yet been attempted. . . . . . .
>
> "And how are investors to approach the purchase of bonds with any sort of confidence or knowledge of their own affairs if they do not know what taxes they are to pay and what economies and adjustments of their business they must effect? I can not assure the country of a successful administration of the Treasury in 1918 if the question of further taxation is to be left undecided until 1919."

Thus there will be a new revenue bill at the present session of Congress, for even the most consistent opponents of immediate action have declared their willingness to defer to the judgment of the Commander-in-Chief. But what will be the nature of the new taxes? Mr. Welliver has pointed out in the New York *Globe* that Republicans as a rule have favored a larger use of consumption taxes, while Democrats have preferred to raise most of the money by income and excess-profits taxes. Consumption taxes, Mr. Welliver explains, would be placed upon such things as tea, coffee, sugar, and gasoline. Other Washington correspondents think that the new revenue will be drawn almost entirely from additional taxes upon incomes and excess profits. The writer of a dispatch to the New York *Journal of Commerce*, after talking with Chairman Simmons, of the Senate Finance Committee, came to the opinion that the small portion of the new revenue not to be drawn from incomes and profits would be based on an increased taxation of liquor, tobacco, and other luxuries, including automobiles, jewelry, and phonographs. If it should happen that the tax would be so heavy as to curtail the production of any luxury, it is not probable that the Congress or Administration will care, since it is held desirable as a war-emergency to curtail luxuries and to concentrate labor and capital upon war-work. This writer hears that if $4,000,000,000 of additional revenue is called for, Congress will try to collect three billions from incomes and profits and the rest from luxury taxes.

At all events, Chairman Kitchin, of the House Ways and Means Committee, announces that the new bill "will be a wise, just, and righteous revenue measure." Some editors are inclined to think that this will be true to the extent that the bill is not written by Mr. Kitchin, for "whatever else may be said" of the Congressman, it is clear to the New York *Evening Post* that "the quality of his mind unfits him for dealing with intricate problems of government finance." In a speech before the House, Mr. Kitchin accused the periodical publishers of the country of being indirectly responsible for the insistence of the President and Secretary McAdoo on a new revenue measure. This is their game, he said: "they are going to try to put the repeal of the postal provisions or the suspension of its operation upon whatever revenue bill is passed here." Mr. Kitchin, of course, refers to the rider to the existing War-Revenue Act increasing the postage-rate on magazines and newspapers and establishing a zone system beginning July 1. Mr. John Temple Graves writes to the New York *American* that in Washington Mr. Kitchin's "amazing charge" is regarded as a "reflection on the independence of the President and McAdoo." Mr. Graves declares that:

> "Neither the newspaper men of the country nor their representatives have had anything to do with the presentation or the pressure of the new revenue bill which flames like a red rag before Mr. Kitchin's inflamed vision."

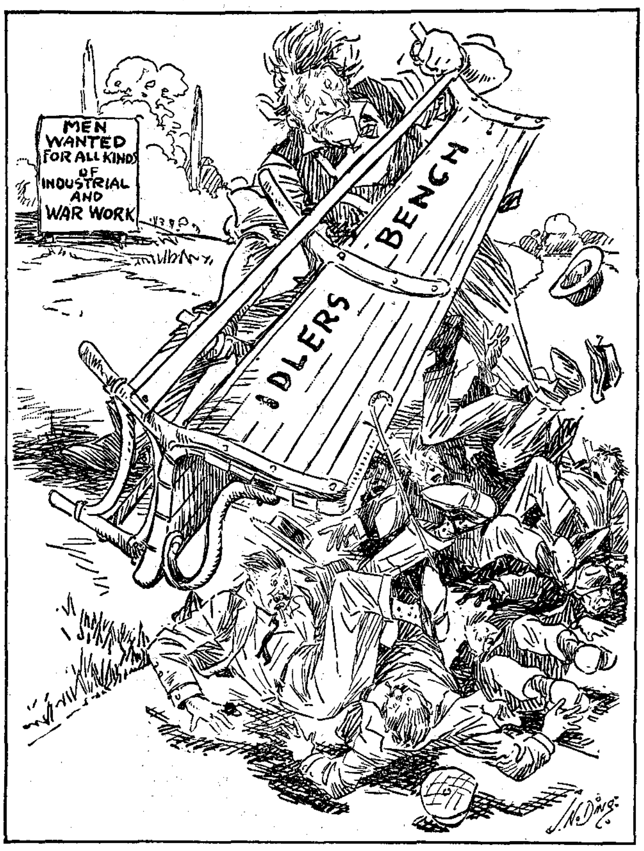
Another inequity of the existing war-tax law, other editors remark, is the "excess-profits" tax on earned incomes of more than $6,000 a year. The New York *Sun* quotes approvingly the President's declaration that "politics is adjourned," and, recalling that Mr. Kitchin came to Washington to represent the small rural community of Scotland Neck, N. C., observes:

> "If politics is adjourned, so is the fiscal policy of Scotland Neck; there can be no toleration in any quarter of politician tax-drives which dodge the Southern cotton-bale to hit the Northern professional income."

"WAR-WORK OR FIGHT"

IN THE HANDS OF A HUNDRED MILLIONS of energetic Americans lies the key to the decision of the world-war, and General Crowder's "work-or-fight" order means to the Boston *Transcript* that we have decided to use it. Henceforth "there must be no parasites to fatten on America as host, no idlers within the work-age limits," nor, continues the New York *Herald*, "can there be waste of labor," for the winning of this war "calls for every resource of man-power at home as well as in the field." Press opinion of the Crowder edict is well reflected in a Chicago editor's declaration that "it is absolutely right and necessary and should have been promulgated long ago." Representatives of organized labor have asserted that the workers are standing solidly behind the Government in its moves to win the war, and one New York leader is quoted by *The Tribune* as using these vigorous words:

> "Every able-bodied man, whether of draft age or over, who is not shouldering a rifle ought to be engaged in some work that is helping the nation win the war. And it is time that those who are not so engaged should be taken by the nape of the neck and put into some productive employment."


MEN WANTED FOR ALL KINDS OF INDUSTRIAL AND WAR WORK
IDLERS BENCH
J.N. Ding

Copyrighted by the New York Tribune Association.

GET BUSY!

—Darling in the New York *Tribune*.

But the Provost Marshal-General's order extends only to men of draft age, between 21 and 31. And it covers comparatively few occupations, tho "it is expected that the list of non-useful occupations will be extended from time to time as necessity will require so as to include persons in other employment." The order applies first to "all habitual idlers," considering gamblers, race-track and bucket-shop attendants, fortune-tellers, clairvoyants, and palmists as "idlers"; and secondly, to those engaged in "non-useful occupations," as follows—waiters and bartenders; elevator operators; doormen and footmen; other attendants of clubs, hotels, stores, apartment-houses, office buildings, and bath-houses; theatrical employees other than actors; domestic servants; and clerks in stores and other mercantile establishments. After July 1 any registrant under the draft, included in the above classes, may be inducted at once into the United States Army, regardless of previous classification or exemption. The new regulations are to be interpreted by the local boards so as to avoid injustice or hardship in individual cases. General Crowder has explained the need for the order of May 23 as follows:

> "Every man, in the draft-age at least, must work or fight.
>
> "This is not alone a war of military maneuvers. It is a deadly contest of industries and mechanics. Germany must not be thought of as merely possessing an army; we must think of her as being an army—an army in which every factory and loom in the Empire is a recognized part in a complete machine running night and day at terrific speed. We must make ourselves the same sort of effective machine. . . . . . .
>
> "We must make vast withdrawals for the Army and immediately close up the ranks of industry behind the gap with an accelerating production of every useful thing in necessary measure. How is this to be done? The answer is plain. The first step toward the solution of the difficulty is to prohibit engagement by able-bodied men in the field of hurtful employment, idleness, or ineffectual employment, and thus induce and persuade the vast wasted excess into useful fields. . . . . .
>
> "One of the unanswerable criticisms of the draft has been that it takes men from the farms and from all useful employments and marches them past crowds of idlers and loafers away to the Army. The remedy is simple—to couple the industrial basis with other grounds for exemption and to require that any man pleading exemption on any ground shall show that he is contributing effectively to the industrial welfare of the nation."

The immediate effect of the order, writes Mr. Herbert B. Swope from Washington to the New York *World*, will be to release from non-essential industries some 500,000 men ranging from twenty-one to thirty-one years of age. The Department of Labor will cooperate in allocating these men among the industries considered necessary in war-time. Mr. Swope points out that "through the operation of the rule women will be projected into the various fields of work heretofore largely restricted to men," and adds:

> "Apart from the physical advantage that the man-power will gain, the new rule will have an undoubted psychological effect. It will broaden and intensify the war-spirit; it will bring home to every one that the war is being fought by the nation, and not merely by an army; it will make the people realize that each of them is playing a part in aiding a victory."

It seems to the Springfield *Republican* that the Government took action none too soon, since the lack of labor threatens next season's harvests with serious diminution, since the coal-mines and railroads are undermanned, and since it will be hard to find crews for our new merchant marine. We are reminded that the "anti-loafing laws" in several States have prepared the public mind for this development and will lighten the labors of the military authorities who are to enforce the Crowder order.

Where there is lack of enthusiasm over the "work-or-fight" order it seems to be due in most cases to fear that the Government will go too far or too fast. All those who are to be affected by this order "need breathing-time," in the opinion of the New York *Evening Sun*, which asks: "What industry, what productive occupation is there to which young waiters, dry-goods salesmen, and bank clerks can transfer themselves at a moment's notice? What can they do that is useful? Who will employ them? What can they earn for themselves and their dependents?" *The Evening Sun*, therefore, hopes for the adoption of such a gradual policy of enforcement "as will impose a minimum of loss upon business, as little confusion as possible in the community, and, above all, as little hardship as may be upon young men placed at a peculiar and sudden disadvantage through no fault of their own." The New York *Journal of Commerce* also objects to going too fast. It does not believe it desirable "to reduce the life of the people to the hardness or barrenness implied in dispensing with what is not essential to living and carrying on war." The New York *Morning Telegraph*, speaking for the sporting and theatrical fraternity, fears that the Provost Marshal-General "may go too far as a task-master."

ALLIED MASTERY OF THE BLUE

A FORTUNATE FEATURE of the gigantic battle in France is that the mastery of the sky incontestably lies with the Allied aviators through superior men and machines, according to European reports and dispatches, which cheer various editors who see in such supremacy one of the chief, if not the chief, elements of victory. They note that the Western drive was interrupted and delayed by the terribly destructive bombing offensive of the Allied airmen on the enemy ammunition-supplies and lines of communication. In one week in May Allied airmen accounted for 252 German planes on the Western Front alone, and, the Newark *News* notes, "one thousand German planes have been brought down or driven out of control in two months since the Kaiser's battle was begun." Allied losses have been heavy, of course, but daily reports show that the Germans have suffered more severely. A London correspondent of the New York *Tribune* speaks of the attacks of German aviators on a British hospital-camp as proof of their sheer desperation, for each day the advantage of the Allied airmen, in which Americans share, is growing. German fliers are active and daring, he concedes, but slowly and surely they are being driven to earth. The British are carrying out their bombing expeditions on a scale which makes previous efforts insignificant, and this writer observes that no leader can estimate the value of bombing, for "it may be that this great weapon will revolutionize the whole system of land fighting and prove a decisive factor in ending the war."

The operations of the American air squadron in the sector northwest of Toul, press dispatches relate, have two objects from a strictly technical military standpoint. The first is to kill off the opposing airmen, the second is to keep the enemy from taking photographs on the American side of the line. The American airmen have done much toward accomplishing both objects, and we read: "The records show that the new squadron has already taken a creditable toll of enemy pilots and observers, while for a German airplane to come over the American lines is now a rare occurrence."

British airmen, London dispatches inform us, destroyed twenty-four airplanes in Italy in the week dating from May 18, and burned one enemy observation balloon without the loss of a single British machine.

A New York *Times* correspondent with the French armies quotes the commander of an important air unit as saying:

> "It is not only in spirit that we are ahead of the enemy. Individually, and especially in teamwork, our pilots are cleverer and our planes better and more numerous.
>
> "Captured German airmen complain bitterly of their material, and declare that neither the *Pfalz* nor the new triplane or biplane *Fokker* is to be compared with our *Spad*.
>
> "They say, too, that the period of training is not long enough. New pilots are sent to the front before they are sufficiently competent, with the result that they are simply sacrificed and good teamwork is rendered impossible."

Copyrighted by the Press Illustrating Service, New York.

MAJOR RAOUL LUFBERY,

Of Wallingford, Connecticut, America's foremost air-fighter, killed in combat with a German armored biplane. We lose not only a crack aviator, but a first-class instructor of young airmen, who looked to him for "pointers on the little tricks of the trade that may mean life or death to a flier." A personal sketch appears on p. 41.

While at present supremacy in the air is with the Allies, a Philadelphia newspaper warns us that the margin of advantage is not so great but that strenuous efforts are necessary to keep it, and also to meet any such new situation as that presented by the German "aerial tanks." These armored biplanes—"tanks of the air"—have proved impervious to machine-gun bullets. It is reported that Major Raoul Lufbery met his death in conflict with one of the German tanks of the air. Yet an expert of the Royal Air Force, interviewed by a London correspondent of the New York *Times*, is authority for the statement that British airmen have as yet come across no German armored airplane which could be justly called "a flying tank," tho it is no secret that the Germans use a certain amount of armor in machines especially designed to fight infantry. But these machines are not very different from ordinary battle-planes, according to the Royal Air Force expert, who claims the Germans have nothing which the Allies can not or do not turn out equally well or better. The press quote Mr. Augustus Post, secretary of the Aerial League of America, lately returned from the Western Front, as saying that the Allies would soon place in service a large flying-machine to match the large German flying tank, and as saying also that he had seen a machine capable of bearing a famous French "75."

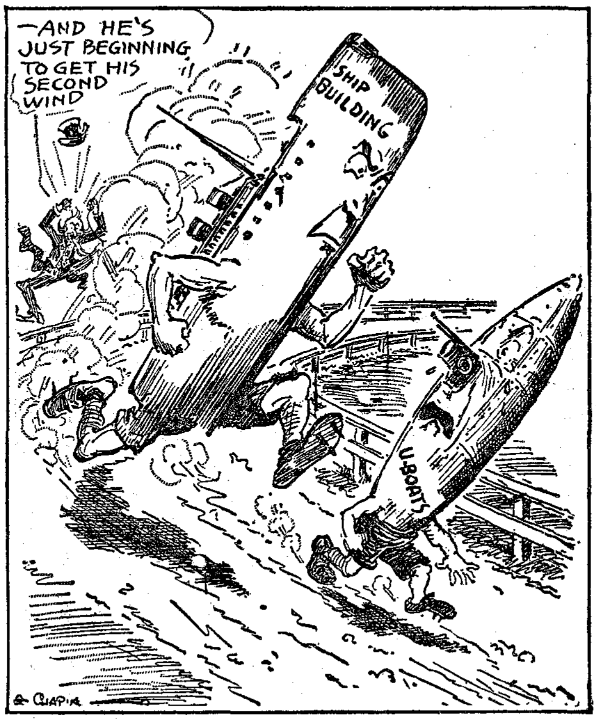
The Philadelphia *Evening Telegraph* reminds us that maintenance of air supremacy, which will go far to insure victory, is a task that is largely up to America. On this point the New York *Evening Post* remarks that at last America's planes are beginning "to interpose themselves between the Kaiser and his place in the sun."

The Liberty motor is pushing battle-planes to-day at a speed of 135 to 140 miles an hour, we learn from a writer in the New York *Times*, who has had access to an official production statement from four of the largest airplane plants. This shows that the Curtiss Company turns out five hundred planes a month; the Fisher Body Corporation, 260 planes a month; the Standard Aircraft Corporation, 260 planes a month; and the Dayton Wright Company, a few more than 300 a month. The latter company's production schedule calls for 324 finished planes in June and 480 in July, and this writer proceeds:

> "That is fine production on paper, but I like the actual monthly figures better. On the latter basis, we find that these four plants combined are turning out 1,260 complete airplanes a month, or 15,120 planes a year. That is the monthly and yearly output, according to present figures, of only four of twelve concerns known to be turning out planes for the Government. But the output of all four of these plants can be and will be materially increased. Therefore, suppose we say that the average output of each of the twelve plants is, on a weekly production of fifty planes, 217 planes a month. That gives us a total output of 2,604 planes a month, or 31,248 planes a year, which is as near the exact present production of aircraft in this country as figures are obtainable to prove.
>
> "Nearly 3,000 planes a month is the present rate at which aircraft is being produced in the United States! Rather comforting information when we have been told recently that there isn't a single American plane in France."

SHIP-RIVETERS NAILING THE "U"-BOAT'S COFFIN

THE FRANTIC SPEED with which ship-bolts are driven home by competing teams of riveters in American and Allied yards makes the harsh and triumphant music that proclaims final victory over the German *U*-boat. Destroyers, chasers, trawlers, and all have done their part in the gradual weakening of the submarine war-arm until it is now largely on the defensive, and the blocking of the *U*-boat bases at Zeebrugge and Ostend has crippled the German raiders, even if only temporarily. But the great achievement of the Allies is expres in the speech of Lloyd George at Edinburgh on May 24, when he said: "We have reached the position that we are sinking German submarines faster than they can build them. We are building merchant ships—that is, the Allies as a whole—faster than they can sink them." Tho the Premier admitted that the submarine as a means of inflicting injury was still formidable, he added that "as a danger which can cause the winning or the losing of the war, we can rule it out." The French Minister of Marine, Mr. Georges Leygues, confirmed the British Premier, we learn from Paris dispatches, when he informed the Army and Navy War Committees of the Senate that Great Britain and the United States alone had built 40,000 tons more shipping in April than was sunk by the enemy. The Minister noted also the strides made by the Allies in repairing ships damaged by torpedoes or mines, and announced that the coordination between the Allied nations had become so smooth in the past four months that the tonnage restored to the sea exceeded 500,000 tons weekly. In one week Great Britain had repaired 598,000 tons, while France had effected repairs on 260,000 tons in one month. Increased building and speedier repair work combined to bring better results constantly in the transport of troops and supplies, Minister Leygues said, while as to the destruction of submarines, the figures for April showed an advance over the preceding months, but were far surpassed by the results known to have been attained toward the end of May.


—AND HE'S JUST BEGINNING TO GET HIS SECOND WIND
SHIP BUILDING
U-BOATS
C. CHAPIN

CATCHING UP.
—Chapin in the St. Louis *Republic*.

The St. Louis *Globe-Democrat* believes that the output of new ships from American yards is "no longer a matter of faith in high expectations," for 159 vessels had been completed with a tonnage of 1,708,621 by May 11, and more than half this tonnage has been turned out since January 1. The plans for fabricating ships have passed the experimental stage, according to this daily, which refers to the achievement of the building of the *Tuckahoe* as an event that has "stirred ship experts throughout the world as to possibilities." It will be recalled that the *Tuckahoe*, a 5,500-ton steel freighter, was launched at Camden, N. J., in twenty-seven days and delivered to the Government in thirty-seven days. *The Globe-Democrat* proceeds:

> "If the other 729 shipways of the country can do even half as well as the one at Camden did on the *Tuckahoe*, the new dead-weight tonnage for the year would reach 7,300,000, or more than twice the conservative estimate of a few weeks ago and twenty per cent. more than Mr. Hurley's most optimistic promises.
>
> "It is not surprizing, therefore, that Mr. Schwab should promise two 10,000-ton ships a day by October. . . . We have diverted coastwise vessels, confiscated Dutch tonnage, chartered Norwegian tonnage to the amount of 80,000, and borrowed part of the Japanese merchant marine. From now on the submarine will fight against greater odds every day."

TOPICS IN BRIEF

THE yellow peril is the yellow streak.—*Memphis Commercial Appeal.*

BEANS and peas and garden-sass, they tell the *Boche* he shall not pass.—*Baltimore Sun.*

THE railroads of the country never had a more distinguished list of deadheads.—*Boston Herald.*

IF the Kaiser builds bigger *U*-boats the American gunners will find them easier to hit.—*Des Moines Register.*

IN christening an airship we suggest the young lady smash a bottle of liquid air on its nose.—*St. Louis Globe-Democrat.*

FOR twenty-five years the Kaiser drilled for war, and now he can't control the geyser he struck.—*Philadelphia Inquirer.*

ONE general says the side with the last reserves will win; and America is raising 5,000,000 reserves. —*St. Louis Globe-Democrat.*

CORN bread properly made is an ambrosial delight. Corn bread improperly made tastes like German propaganda.—*Chicago Daily News.*

MR. MCADOO may feel that it is necessary to fire a railroad president occasionally to show who is boss.—*St. Louis Globe-Democrat.*

THE more oil that is poured on the waters from *U*-boats with broken backs, the quieter the seas will become.—*Philadelphia Inquirer.*

THE only crop that bids fair to be a complete failure this year is the crop of sedition Germany tried to plant in this country.—*New York World.*

"GOD grant our brave troops may win the reward they deserve!" says the Kaiser. Nobody could wish them any worse luck.—*Nashville Southern Lumberman.*

"BAPTISTS to Work in Russia," says a head-line. It is well. The Russian convert to democracy will need more than a mere sprinkling.—*Kansas City Star.*

IT is about time for some one to take the Hun out of Hungary.—*Philadelphia Inquirer.*

THE name of the German Food Controller is General Shortage.—*New York Evening Post.*

PROBABLY the Kaiser would consent to pick out a king for Ireland along with the rest.—*New York World.*

GERMANY won't say she's licked as long as there's a church left standing in Belgium or France.—*Savannah Press.*

IN view of the success of the first concrete ship, *Faith*, they might call the second one *Works*.—*Providence Journal.*

EVERY time Germany says the *U*-boats will win the war her voice gets a little weaker.—*Memphis Commercial Appeal.*

"OUR whole struggle is in God's hands," says the Kaiser. And if he only knew what that means!—*Wall Street Journal.*

THERE are two countries that will never forget the Americans. One is France and the other is Germany.—*Kansas City Star.*

THE Germans have one claim to renown: they're the only folk in history the Irish have declined to fight.—*Philadelphia North American.*

SIXTEEN sheep are grazing on the White House lawn. The White House goats are penned in the Senate chamber.—*Peoria Transcript.*

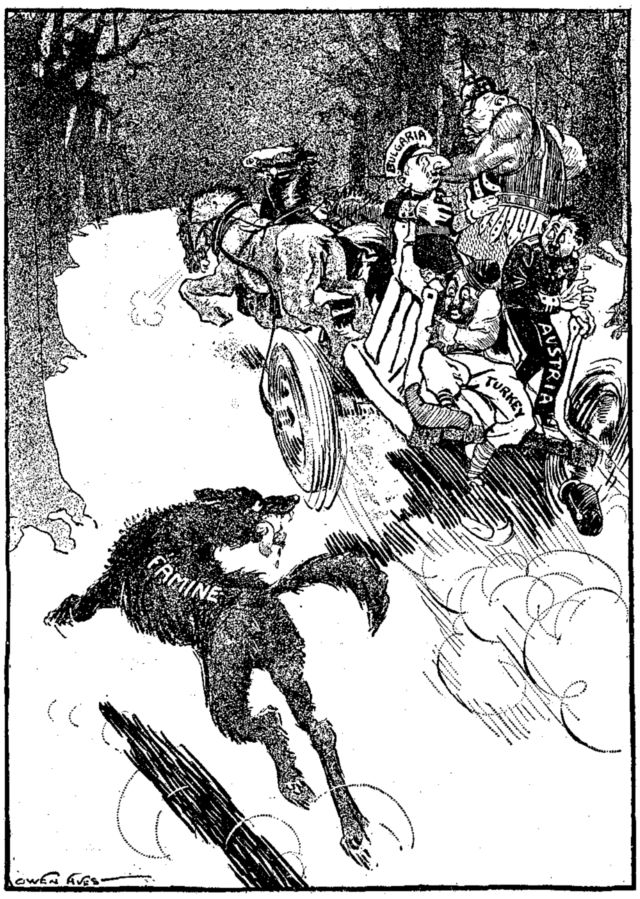
O MME. BRESHKOVSKAYA, grandmother of the Russian revolution, have you any idea where your wandering grandson is to-night?—*Kansas City Star.*

THE "Almighty Dollar" is no longer the potentate of other days. A dollar doesn't get much of anywhere nowadays without a partner.—*Kansas City Times.*

FOREIGN - COMMENT

THE CENTRAL POWERS STARVING

A SLIGHT MISCALCULATION seems to have been made by the All-Highest and his advisers. It will be recalled that the German press in clarion tones loudly announced that the *U*-boats were shortly to bring England to her knees and through sheer starvation she would hold up suppliant hands to Germany and beg for peace. Germany has now been starving England with all the ruthlessness and frightfulness that she knows how to exert, and from the London press we can see that this policy of *Schrecklichkeit* has not been without effect. Some of the inhabitants of Great Britain are in the greatest danger of starvation. But these inhabitants are not human—they are canine. The London *Times* has this profoundly pathetic paragraph:



AND THE DEVIL TAKE THE HINDMOST!

THE HUN—"*Ja wohl!* If he must feed on some one, it's better that he should eat you all than me."

—*Passing Show* (London).

"Considerable alarm has been caused among dog-owners by the intimation that stocks of biscuits are practically exhausted. Not only is this the case, but the prospects of more flour being released for their manufacture are also remote unless some action is taken by the Government to insure further importations of low-grade flours suitable for the purpose.

"The state of things is undoubtedly acute. Until the food-economy campaign set in early last year most households provided enough waste to feed a dog, and where more than one was kept butchers' offals could be had for a few pence. These sources of supply having now vanished, much ingenuity will have to be exercised in order to preserve the family friend and guard from extinction. Blood, steamed until it is of a solid consistency, fish heads, and the heads of poultry offer some alternatives. Rice, oatmeal, and other cereal products may not be used.

"The whole question of dogs is engaging the closest attention of the authorities. Admittedly the problem of reducing the numbers is beset with difficulties, and, whatever is done, it is extremely unlikely that the one-dog owner will be disturbed, the Government recognizing the sentimental forces involved, to say nothing of the utility value of many breeds."

While the dogs of England are thus threatened with starvation, the dogs of Germany seem to be having a still worse time. Cable dispatches tell us that in the neighborhood of Chemnitz the price of dog-flesh per pound varies from fifty to seventy-five cents. Whether this cable be true or not, there is no doubt that the starvation boot is on the German and not on the English foot. From a dispatch to the *Neue Zürcher Zeitung* we learn that even the exiguous bread ration, upon which the Germans have been barely subsisting, is now to be reduced, a prospect that causes dismay in Austria:

"The announcement of the reduction of bread rations in Germany on June 15 is creating a disastrous impression in Austria, where it was hoped that Germany would be able to provide efficient help in order to prevent famine in the most tried regions in Austria, to enable the inhabitants to exist while waiting for the next crops.

"This hope is now vanishing. It is not probable that Germany, constrained to undergo very severe restrictions herself, would be ready to divert any of her supplies in favor of her ally."

According to the *Norddeutsche Allgemeine Zeitung*, Dr. von Waldow, accompanied by a couple of under-secretaries of the Food Department, has hurried off to Kief for "the purpose of accelerating the exports from the Ukraine to Germany." From the German papers themselves it is quite evident that the wily doctor is indulging in a pure game of bluff, for the Ukraine is as bare as *Mother Hubbard's* cupboard. This is frankly admitted by the well-informed *Frankfurter Zeitung*, which writes:

"The stores and warehouses in the Ukraine are almost emptied. The peasants' stocks are depleted, while the best seed-corn has been used to feed cattle or to supply a secret still, which nearly every household possesses.

"The outlook for next harvest is most unpromising. The peasants have plundered the estates, destroyed farm-buildings and machinery, and have stolen or slaughtered most of the cattle. No labor is available for cultivation, and there are no facilities for harvesting the next crop, while the sugar-industry is confronted with ruin, owing to the decrease of beet-cultivation."

In the Socialist press particularly there is open and undisguised anger at the reduction of the bread rations. The Karlsruhe *Volks Freund* writes of the surprize which the German people will feel that they must suffer new deprivations while they were counting on an improvement of the food-situation, based on what had been officially said about the wheat from the Ukraine and Roumania. It adds: "Last year, at any rate, there was more meat. This year the lowering of the bread ration is counterbalanced by nothing." The Berlin Socialist *Vorwärts* writes:

"The Government is taking a step which is bound to disturb the safety of our war-rations. Up to now they have been distributed in very small quantities. It seems too dangerous an act to start reducing these rations, and the danger is greater in the fourth year of the war than in the third or the second, when the general condition of the population was better and it was easier to obtain other food. The physical and general reserve of force which has enabled us to support the hardships of this fourth year of the war is greatly diminished."

Turning to Austria, we find the Vienna *Neue Freie Presse* writing:

"The denutrition of the people has not yet been established by statistics, but it has been frequently stated in public that a large part of the nation has only a third of its necessary nourishment. This does not, however, express the real sufferings of the people, and the situation of the inhabitants of the cities is becoming distressing.

"Too high have been the hopes placed on food-supplies from the Ukraine. In fact, up till now no supplies have been received at all, and the latest information shows that little is to be expected from that quarter. We have only one last hope, and that is that Germany will come to our rescue and not leave her ally to starve."

A bitter speech by Dr. Weisskirchner, the Burgomaster of Vienna, is reported in the Vienna *Fremdenblatt*, in which that civic authority took the Government to task for the vexatious regulations it imposed upon storekeepers in the matter of food:

"The available food-supplies are very scant, and it will require the greatest sacrifices on the part of the people to hold out during the coming weeks. The organization of the official provisioning bureau has entirely broken down and in addition to this the greatest confusion prevails as the result of the issue of the most contradictory and impossible food-orders.

"It is impossible to express the poignant regret felt by all at the disappointment of all those hopes which have been raised by misstatements in regard to the expected imports of food from the Ukraine. As things are, Austria's only hope now lies in obtaining further aid from Germany."

A correspondent of the London *Daily Mail* in Switzerland has interviewed a worker recently arrived from Austria who paints a dreadful picture of conditions in the Emperor Karl's domains, and goes so far as to make allegations of cannibalism. *The Daily Mail* writes:

"The time is at hand when famine—stark, medieval famine—will join the Entente as a political and military ally against Germany and Austria. This conclusion is drawn from the oral statements of an authentic witness whose observations extended up to the end of April. The great masses of the German and Austrian peoples, this informant declares, are more than sick of the war, and their morale is so low that the Governments are fearful of Bolshevik movements.

"Among the incidents given in support of the story of terrible want is the case of two prisoners of war employed at the gas-works in Vienna, who, he declares, were murdered by their fellow workers, who ate part of their bodies. The *Arbeiter Zeitung* demanded an investigation, and its entire issue was confiscated in consequence. The affair was referred to in Parliament, but was hushed up in the Vienna press."

The narrator tells how he and his family had lived for weeks almost entirely on mushrooms which he used to gather in the forest, and continues:

"The health of many is such they can hardly stand, to say nothing of work, and things are getting worse every day. Even the soldiers do not have sufficient food. They are not only sick of war, but thoroughly apathetic regarding it. . . . . . .

"The three worst months—June, July, and August—are yet to come. Last year there was almost nothing to eat in those months but cucumbers and fruit. Typhus and dysentery became epidemic. The people are shuddering at the prospects of these three months."

HOLLAND AS NABOTH'S VINEYARD

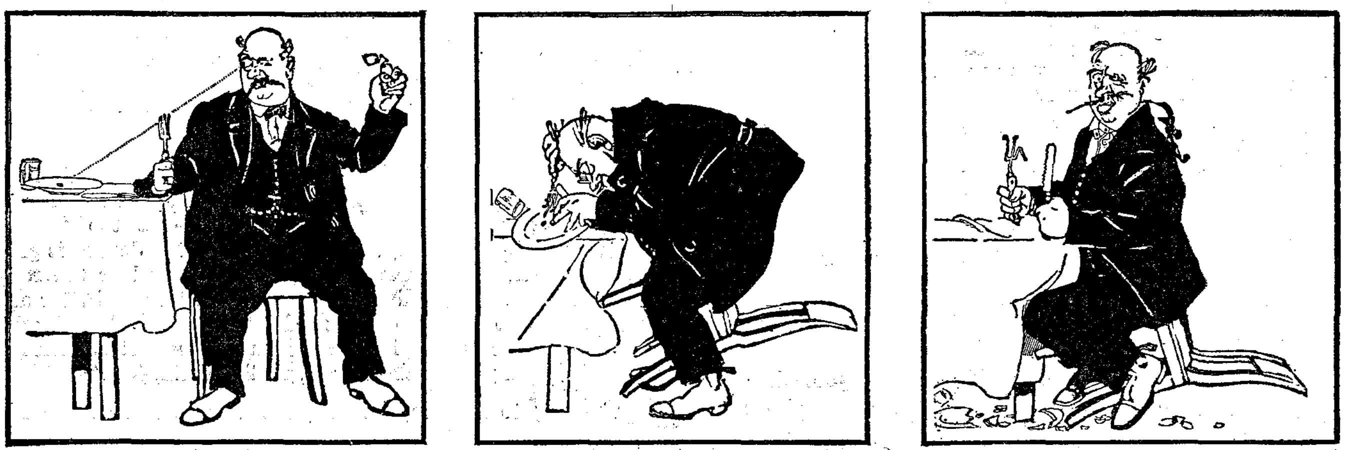
AHAB, KING OF ISRAEL, never cast such covetous glances at the little vineyard of Naboth as Germany turns to-day at the tiny tongue of Dutch territory formed by the province of Limburg, which projects southward thirty-five miles between Germany and Belgium and successfully blocks her direct route to Antwerp. This strip to-day forms a serious menace to the independence and neutrality of Holland because of the controversy between the two nations over the use of the railroad running through it, and the inspired German press are already warning Holland in pious phrases that "German patience" may "end some day," and then there will be "no hesitation." Meantime, say pro-Ally Hollanders, the Allies are fighting Holland's battle by keeping Germany too busy to invade their little kingdom. How important this little section of line is to Germany is shown us by the London *Graphic*, which writes:

"There is more than one mixed railway—a Dutch-German hybrid—across the province of Dutch Limburg; but the one of immediate interest is the line that runs from Gladbach, via Dalheim, Roermond, and Weert, to Antwerp. This line traversed three states—first Germany, then Holland, and finally Belgium. Except for local stages it was mainly used by Germans resident in the industrial towns of Westphalia who had occasion to visit the great port on the Scheldt. The Dutch hardly used it at all, the Belgians for access to the Campine, and the Germans alone turned it to account as a main route for commerce. For them it was the 'Antwerp direct' route. They would have used it a great deal more but for certain defects in its construction which they had long been striving to remove with the cooperation of their neighbors. In obtaining this they had not been as successful as they had wished, Dutch slowness and perhaps suspicion retarding progress. Still, they had made an impression on the eve of war, and the matter was in train."

That the Germans, like Ahab, have every intention of swallowing up this little vineyard sooner or later is shown by what they did at the tiny frontier station of Dalheim, an insignificant hamlet consisting of the railroad depot and half a dozen cottages. *The Graphic* proceeds:

"When the Germans doubled their line to Dalheim they took in hand the work of supplying sidings for troop-trains at all the stations—Gladbach, Rheydt, Wegberg, and Dalheim. At the last-named place they are concealed with great ingenuity, but the nine double tracks in the station itself, a mere roadside halt, speak for themselves. . . . . . .

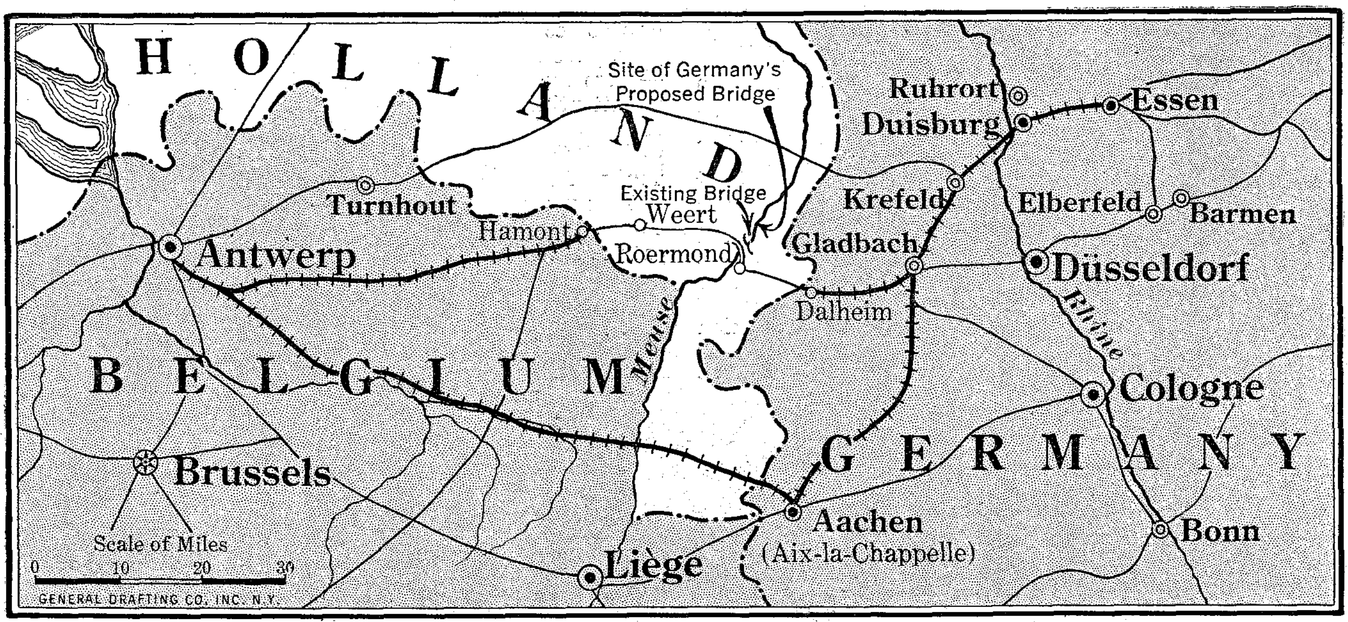
"What is the great attraction in this railway from the German standpoint? It is their shortest road to Antwerp, the total distance from Dalheim, which stands in a direct bee-line with it, being under eighty-five miles, as compared with the one hundred and fifty miles to be traversed via Maestricht or Liége. Besides, Dalheim is a convenient outlet for the whole industrial basin of Westphalia. The demand made on the Dutch Government to reopen traffic on the through line across Limburg has a great deal more behind it than the transport of sand and gravel. The



"I musn't lose sight of it." "Ah! I missed it. It shall not escape me." "Hang it all, it has gone into my eye!"

—*Die Muskete* (Vienna).

AN AUSTRIAN JIBE AT THEIR EXIGUOUS MEAT RATIONS.



THE DUTCH PROVINCE OF LIMBURG THAT GERMANY COVETS.

The most direct railroad between Antwerp and the great industrial districts of Germany runs through this province. All goods carried over it in peace or war come under Dutch jurisdiction, which annoys the Germans.

Dutch closed the traffic soon after the invasion of Belgium, in order to avoid complications, and the Germans never prest the matter until the other day. It is quite certain that whenever traffic is restored the goods conveyed will comprise many other items than the material for 'road-mending in Belgium.'"

The dispute, which has forced Dutch Limburg again into the public eye arose from the demands that Germany made upon Holland. According to the Berlin *Vossische Zeitung*, Germany demanded "the right to send war-materials over the Limburg railroad to Antwerp, the right to send foodstuffs for transmission from Antwerp, and the renewal of the treaties relative to the importation of sand and gravel." The Dutch papers tell us that after negotiations, during which the tension came almost to the breaking-point, the controversy was settled by a compromise, which is thus summarized for us by the London *Times:*

> "The Dutch Government has given way to the German demands with regard to railway facilities across Limburg. It makes a proviso that the facilities shall not be employed for any traffic of a military nature and that the food transported shall be for civilian use. With respect to the sand and gravel question . . . the German Government has consented to accept a limit to the amount of road-making material to be transported, in place of the pill-box material originally required. The Netherlands Government adds a proviso that the material thus transported shall not be used for military purposes, but it is difficult to see how any guaranty satisfactory to the Netherlands Government or to the Allies is to be obtained either in the case of the road-making material or of traffic over the Limburg line."

This controversy has shaken Holland to the depths, because her neutrality and independence are involved, and altho it is for the moment settled, both sides realize that something radical may happen at any moment. The German papers adopt a bullying tone toward Holland and repeat the old arguments that necessity knows no law. The Berlin *Germania*, the official organ of the Reichstag Center Party, gives the Dutch a pretty straight hint of what they may expect in the future:

> "If the war lasts long enough a point must finally be reached when it is no longer a question of Holland, and perhaps also Switzerland, lending advantage more or less to one or the other belligerent, but of entering completely into one or other camp. Everything in this war works with a certain involuntary force which human beings are entirely powerless to oppose. The tremendous struggle between the two great groups of nations is not only swallowing up everything within their own frontiers, but also forces far outside them."

Captain von Salzmann, the military critic of the Berlin *Vossische Zeitung*, is more outspoken than the Catholic organ:

> "Holland forms a base from which England could threaten in the most disastrous manner our Rhineland and Westphalian industrial districts. Our war-industries in these regions must be protected at any price. We must keep a sharp eye upon the English movements against Holland. Holland is not yet confronted with a final decision. By conscientious neutrality she can still keep herself outside the struggle. Holland, however, must recognize that to German patience—tried as it is already to the uttermost—an end will come some day. Germany has had to put up with a great deal in this war. There must be no hesitation on our part."

With these gentle reminders, these foretastes of things to come, graciously spread before their eyes by the German press, the editors of Holland are not being lulled into a dreamless sleep by the dulcet tones in which their German neighbors address them. They recognize quite clearly the possibility of danger. For example, the Liberal Amsterdam *Handelsblad* says:

> "Should the position of the German Army ever be such that in the opinion of the German commanders the use of our communications—even if this involved war with Holland—would increase the chance of rapid and complete victory on the Western front, then use will be made of those communications. That is to say, if the temper of the German people remains what it is to-day."

The same idea is exprest by the *Nieuwe Courant* of The Hague, which says:

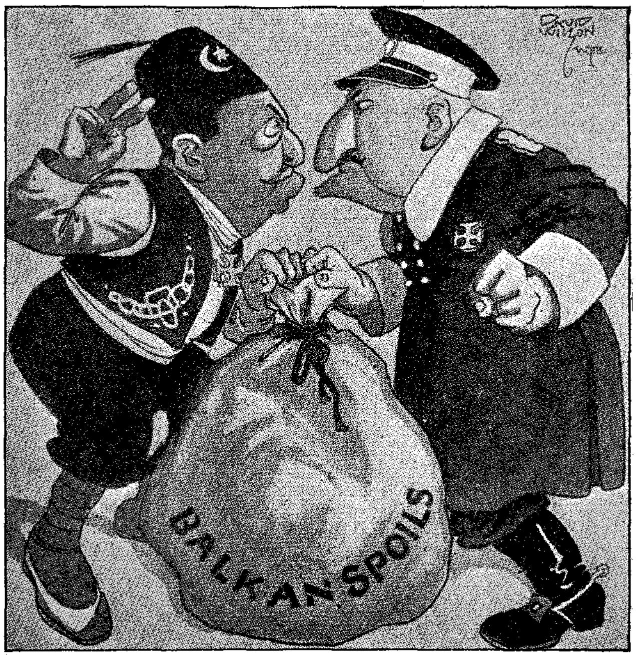
> "Tremendous military events in northern France might shortly place the country in the necessity of replying to desires or requests directly-affecting our neutrality. The feeling in Germany toward us has not improved recently. A quite unjustified doubt of the sincerity of our desire for the continuance of strict neutrality in our country is making its appearance in the German press. We do not intend to cause any alarm and there is no reason to believe in any immediately threatening military danger, but the need for national deliberation and consultation is urgent."

The Amsterdam *Telegraaf*, a distinctly anti-German organ, believes that Holland was only saved from invasion by the nonsuccess of the German spring drives in northern France:

> "It is the splendid resistance of the Franco-British Allies that has saved Holland. The *Boches* need all their men and can not withdraw a single one to bring the Dutch to their knees. We ought to understand that our independence is closely bound up with the fate of the Allies. Germany is not victorious and must be defeated. This has certainly been realized in governing quarters in Holland. . . . However, if Holland is to be placed at the same crossroads as Belgium, the Government may be certain that the nation will rally round it in the hour of danger."

BULGARIA AND TURKEY SQUABBLING

A PRETTY LITTLE SQUABBLE has grown up between Bulgaria and Turkey because the naive statesmen of both countries have been indulging for some time past in that delightful but precarious pastime of counting the chickens before they are hatched. Both sides blandly ignore the fact that the heat of the cannonading on the Western front may very probably addle the territorial eggs which are now the cause of friction between the wily Turk and the benevolent Bulgar. The primary cause of all the trouble, the Bulgarian papers tell us, is that Turkey has asked Bulgaria to be generous in the little matter of the territory Turkey ceded to Czar Ferdinand in 1915 in order to secure his indispensable services for the Central Powers. Turkey insists that she and her neighbor are such good friends that it would be a graceful act on the part of Ferdinand if he would kindly return to Turkey this strip of territory and compensate himself with a good slice of Greece. This, says the Bulgar, is an unheard-of proposition and shows a base ingratitude on the part of Turkey, for, after all, does not Turkey owe her very existence to the victorious sword of Czar Ferdinand? As the Sofia *Narodna Prava* puts it:



A RIFT IN THE LOOT.

—*Bystander* (London).

"Is there a statesman in Turkey who wishes to raise the question of compensation? History is too recent to be forgotten. Constantinople was saved by the Bulgar defense in the Dobrudja and near Saloniki."

Another influential organ of the Bulgarian capital, the *Preporetz*, argues wearily with the Turk:

"One must be very forgetful and blind not to remember what happened in the Balkans five years ago, and not to be able to see how at the present moment the Bulgarian troops form the only shield behind which Constantinople can triumph and extend its power over the Caucasus, which the Turks lost in former wars, and, not to put too fine a point on it, even in the present one."

The suggestion of the *Preporetz*, that Turkey is an Asiatic and not a European Power, is likely to make the Young Turks foam at the mouth with rage:

"Why do they ask us to make territorial sacrifices? Is it to assure the equilibrium of the Balkans? That is an argument that could only be advanced with any show of reason by a Balkan state, and Turkey is certainly an Asiatic country. Shall we then speak of an equilibrium in Asia? The Turks must really understand that all parts of our territory are equally valuable and they must be made at least to understand what the coast of the Ægean Sea and the road that leads to it mean to our economic life.

"It was for that reason that they gave it up voluntarily to us in 1913 and 1915, and the men who agreed to the cession are still in power. They surely can not wish to undo what they have done and expose to danger the cause which inspired them in the recent past."

The military organ of Bulgaria, the *Voenni Izvestia*, has its word to say on this rift in the "loot," and gives us a pretty example of how the benevolent Bulgar can smile and show his teeth at the same time. Commencing with a delightful piece of soft-soap, it remarks:

"Turco-Bulgarian friendship is destined to a long life. It is on this account that Bulgaria broke all her traditions with the past. We are convinced that the wise Turks in Constantinople—those Turks who keep their pledged word—will bring this to the attention of the noisy journalists who, by giving an exhibition of temperament, forget Turkish nobility and are blind to the perils of this agitation. The Bulgarians know the Turks, those Turks of Byzantine manners, who have nothing in common but the name with the real Turks, the upright, straightforward Turks. We know that to bring the former to reason we have only to show our teeth, as we surely shall."

In an outburst of shocked surprize the *Voenni Izvestia* alleges that it really looks as if Turkey had the audacity to threaten the allies of Bulgaria:

"If Bulgaria has joined her fate indissolubly to that of Germany, Austria, and Turkey, the territorial acquisitions which she expects to realize from this war should be a source of satisfaction to her allies as well. Discords and dissensions among our allies can only profit the enemy, who, after an unbroken series of military disappointments, are trying to obtain a success by causing disunion among the Central Powers."

The Sofia *Mir* has a sudden and entirely un-Bulgarian access of modesty and thinks that perhaps the Bulgarians themselves are just in the slightest degree culpable. It remarks:

"It is easy to understand the alarm that has seized our press. The times through which we are passing are of the utmost importance for the existence of our alliance. . . . Having already suffered through misunderstandings among our allies, we have become too suspicious and too much inclined to exaggeration. But our allies should not suspect us of bad intentions, for we have none, and our alliance can only be strengthened when all causes of suspicion have disappeared."

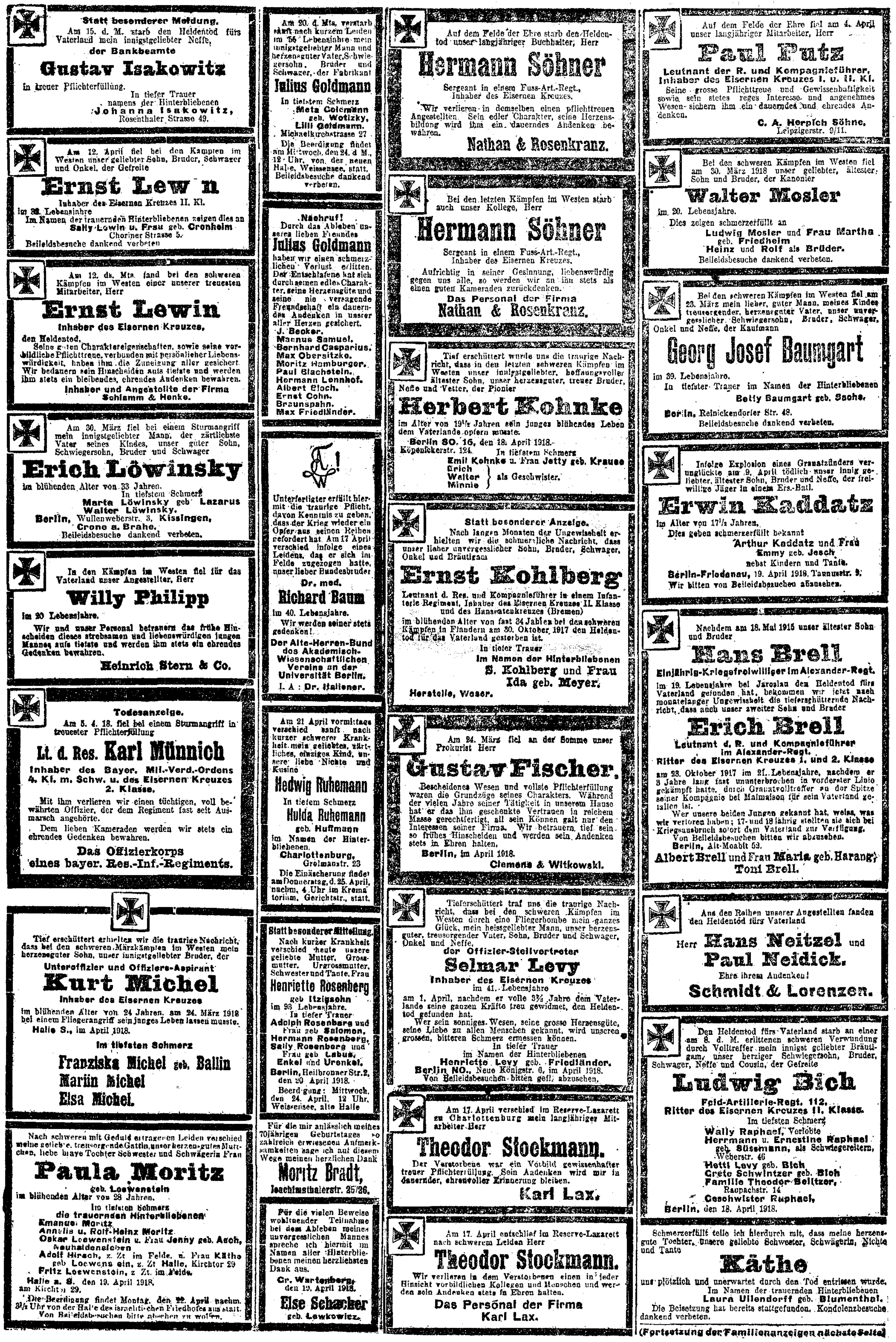
In striking contrast to the humility of the *Mir*, is a paragraph in the official government organ, the *Kambana*, which shows us that our Bulgarian brothers are suffering from a bad attack of what is vulgarly called "swelled head." An astonished world will learn that Czar Ferdinand intervened in this war from "a highly exalted moral sense," by which the *Kambana* means, for the defense of Germanism. This is why the great and glorious Bulgarian nation drew the sword:

"In spite of England's prestige on the sea, we nevertheless intervened, and this is where the moral side of our intervention comes in. We entered the war without waiting, and by our advance in Macedonia we made a diversion. This diversion forced the French and English to withdraw their troops from the Dardanelles and to land them at Saloniki. It is in this way that we decided the fate of the Dardanelles to the greatest advantage of our allies.

"Having made our preparations, we intervened with the motto: 'Should Germany perish, Bulgaria does not deserve to live.' We intervened not only to realize our union, but to make the German cause triumphant. Because a powerful Germany alone can guarantee our peaceful development.

"Our ideal is and will remain to cooperate with Germany and to love everything German, which means that we shall remain faithful to the Quadruple Alliance. We do not change our policy like a garment. Providence has blessed our love for the Germans and has made it possible for us to unite with them and play a great rôle in the history of the world."

The world will always be grateful to the *Kambana*. Without this paragraph we should never have known that Kaiser Wilhelm was saved by Czar Ferdinand.



Statt besonderer Meldung.
Am 15. d. M. starb den Heldentod fürs Vaterland mein innigstgeliebter Neffe,
der Bankbeamte

Gustav Isakowitz

in treuer Pflichterfüllung.
In tiefer Trauer
namens der Hinterbliebenen
Johanna Isakowitz,
Rosenthaler Strasse 49.

Am 12. April fiel bei den Kämpfen im Westen unser geliebter Sohn, Bruder, Schwager und Onkel, der Gefreite

Ernst Lewin

Inhaber des Eisernen Kreuzes II. Kl.
im 32. Lebensjahre
Im Namen der trauernden Hinterbliebenen zeigen dies an
Sally Lowin u. Frau geb. **Cronheim**
Choriner Strasse 5.
Beileidsbesuche dankend verbeten

Am 12. ds. Mts. fand bei den schweren Kämpfen im Westen einer unserer treuesten Mitarbeiter, Herr

Ernst Lewin

Inhaber des Eisernen Kreuzes,

den Heldentod.

Seine guten Charaktereigenschaften, sowie seine vorbildliche Pflichttreue, verbunden mit persönlicher Liebenswürdigkeit, haben ihm die Zuneigung aller gesichert. Wir bedauern sein Hinscheiden aufs tiefste und werden ihm stets ein bleibendes, ehrendes Andenken bewahren.

Inhaber und Angestellte der Firma
Schlamm & Henke.

Am 30. März fiel bei einem Sturmangriff mein innigstgeliebter Mann, der zärtlichste Vater seines Kindes, unser guter Sohn, Schwiegersohn, Bruder und Schwager

Erich Löwinsky

im blühenden Alter von 33 Jahren.
In tiefstem Schmerz
Marta Löwinsky geb **Lazarus**
Walter Löwinsky.
Berlin, Wullenweberstr. 3, **Kissingen,**
Crone a. Brahe.
Beileidsbesuche dankend verbeten.

In den Kämpfen im Westen fiel für das Vaterland unser Angestellter, Herr

Willy Philipp

im 20 Lebensjahre.

Wir und unser Personal betrauern das frühe Hinscheiden dieses strebsamen und liebenswürdigen jungen Mannes aufs tiefste und werden ihm stets ein ehrendes Gedenken bewahren.

Heinrich Stern & Co.

Todesanzeige.
Am 5. 4. 18. fiel bei einem Sturmangriff in treuester Pflichterfüllung

Lt. d. Res. Karl Münnich

Inhaber des Bayer. Mil.-Verd.-Ordens 4. Kl. m. Schw. u. des Eisernen Kreuzes 2. Klasse.

Mit ihm verlieren wir einen tüchtigen, voll bewährten Offizier, der dem Regiment fast seit Ausmarsch angehörte.

Dem lieben Kameraden werden wir stets ein ehrendes Gedenken bewahren.

Das Offizierkorps
eines bayer. Res.-Inf.-Regiments.

Tief erschüttert erhielten wir die traurige Nachricht, dass bei den schweren Märzkämpfen im Westen mein herzensguter Sohn, unser innigstgeliebter Bruder, der

Unteroffizier und Offiziers-Aspirant

Kurt Michel

Inhaber des Eisernen Kreuzes

im blühenden Alter von 24 Jahren, am 24. März 1918 bei einem Fliegerangriff sein junges Leben lassen musste.
Halle S., im April 1918.

Im tiefsten Schmerz
Franziska Michel geb. **Ballin**
Mariin Michel
Elsa Michel.

Nach schweren mit Geduld ertragenen Leiden verschied meine geliebte, treusorgende Gattin, unser herzensgutes Muttchen, liebe brave Tochter Schwester und Schwägerin Frau

Paula Moritz

geb. **Loewenstein**
im blühenden Alter von 28 Jahren.
Im tiefsten Schmerz
die trauernden Hinterbliebenen
Emanuel Moritz
Annelie u. Rolf-Heinz Moritz
Oskar Loewenstein u. Frau **Jenny** geb. **Asch,**
Neuhaldensleben
Adolf Hirsch, z. Zt im Felde, u. Frau **Käthe** geb **Loewenstein,** z. Zt **Halle,** Kirchtor 29
Fritz Loewenstein, z Zt. im **Felde.**
Halle a. S. den 19. April 1918.
am Kirchtor 29.

Die Beerdigung findet Montag, den 22. April nachm. 3½ Uhr von der Halle des israelitischen Friedhofes aus statt. Von Beileidsbesuchen bitte absehen zu wollen.

Am 20. d. Mts. verstarb sanft nach kurzem Leiden im 56 Lebensjahre mein innigstgeliebter Mann und herzensguter Vater, Schwiegersohn, Bruder und Schwager, der Fabrikant

Julius Goldmann

In tiefstem Schmerz
Meta Goldmann
geb. **Wotizky,**
Lilli Goldmann.
Michaelkirchstrasse 27

Die Beerdigung findet am Mittwoch, den 24. d M., 12 Uhr, von der neuen Halle, Weissensee, statt. Beileidsbesuche dankend verbeten.

Nachruf!
Durch das Ableben unseres lieben Freundes

Julius Goldmann

haben wir einen schmerzlichen Verlust erlitten. Der Entschlafene hat sich durch seinen edlen Charakter, seine Herzensgüte und seine nie versagende Freundschaft ein dauerndes Andenken in unserer aller Herzen gesichert.

J. Becker.
Magnus Samuel.
Bernhard Casparius.
Max Obersitzko.
Moritz Hamburger.
Paul Blachstein.
Hermann Lennhof.
Albert Bloch.
Ernst Cohn.
Braunspahn.
Max Friedländer.

Unterfertigter erfüllt hiermit die traurige Pflicht, davon Kenntnis zu geben, dass der Krieg wieder ein Opfer aus seinen Reihen gefordert hat. Am 17 April verschied infolge eines Leidens, das er sich im Felde zugezogen hatte, unser lieber Bundesbruder

Dr. med.

Richard Baum

im 40. Lebensjahre.

Wir werden seiner stets gedenken!

Der Alte-Herren-Bund des Akademisch-Wissenschaftlichen Vereins an der Universität Berlin.
I. A : **Dr. Italiener.**

Am 21 April vormittags verschied sanft nach kurzer schwerer Krankheit mein geliebtes, zärtliches, einziges Kind, unsere liebe Nichte und Kusine

Hedwig Ruhemann

In tiefem Schmerz
Hulda Ruhemann
geb. **Huffmann**
im Namen der Hinterbliebenen.
Charlottenburg,
Grolmanstr. 23

Die Einäscherung findet am Donnerstag, d. 25. April, nachm. 4 Uhr im Krematorium, Gerichtstr., statt.

Statt besonderer Mitteilung.
Nach kurzer Krankheit verschied heute unsere geliebte Mutter, Grossmutter, Urgrossmutter, Schwester und Tante, Frau

Henriette Rosenberg

geb **Itzigsohn**
im 93 Lebensjahre.
In tiefer Trauer
Adolph Rosenberg und Frau geb **Salomon,**
Hermann Rosenberg,
Sally Rosenberg und Frau geb **Labus,**
Enkel und **Urenkel.**
Berlin, Heilbronner Str. 2, den 20 April 1918.

Beerdigung: Mittwoch, den 24. April, 12 Uhr, Weissensee, alte Halle

---

Für die mir anlässlich meines 70jährigen Geburtstages so zahlreich erwiesenen Aufmerksamkeiten sage ich auf diesem Wege meinen herzlichen Dank

Moritz Bradt,

Joachimsthalerstr. 25/26.

Für die vielen Beweise wohltuender Teilnahme bei dem Ableben meines unvergesslichen Mannes spreche ich hiermit im Namen aller Hinterbliebenen meinen herzlichsten Dank aus.

Gr. Wartenberg,
den 19. April 1918.

Else Schacher
geb. **Lewkowicz.**

Auf dem Felde der Ehre starb den Heldentod unser langjähriger Buchhalter, Herr

Hermann Söhner

Sergeant in einem Fuss-Art.-Regt.,
Inhaber des Eisernen Kreuzes.

Wir verlieren in demselben einen pflichttreuen Angestellten. Sein edler Charakter, seine Herzensbildung wird ihm ein dauerndes Andenken bewahren.

Nathan & Rosenkranz.

Bei den letzten Kämpfen im Westen starb auch unser Kollege, Herr

Hermann Söhner

Sergeant in einem Fuss-Art.-Regt.,
Inhaber des Eisernen Kreuzes.

Aufrichtig in seiner Gesinnung, liebenswürdig gegen uns alle, so werden wir an ihn stets als einen guten Kameraden zurückdenken.

Das Personal der Firma
Nathan & Rosenkranz.

Tief erschüttert wurde uns die traurige Nachricht, dass in den letzten schweren Kämpfen im Westen unser innigstgeliebter, hoffnungsvoller ältester Sohn, unser herzensguter, treuer Bruder, Neffe und Vetter, der Pionier

Herbert Kohnke

im Alter von 19½ Jahren sein junges blühendes Leben dem Vaterlande opfern musste.
Berlin SO. 16, den 18. April 1918.
Köpenickerstr. 124. In tiefstem Schmerz
Emil Kohnke u. Frau **Jetty** geb. **Krause**
Erich
Walter } als Geschwister.
Minnie

Statt besonderer Anzeige.
Nach langen Monaten der Ungewissheit erhielten wir die schmerzliche Nachricht, dass unser lieber unvergesslicher Sohn, Bruder, Schwager, Onkel und Bräutigam

Ernst Kohlberg

Leutnant d. Res. und Kompagnieführer in einem Infanterie-Regiment, Inhaber des Eisernen Kreuzes II. Klasse und des Hanseatenkreuzes (Bremen)

im blühenden Alter von fast 34 Jahren bei den schweren Kämpfen in Flandern am 30. Oktober 1917 den Heldentod für das Vaterland gestorben ist.
In tiefer Trauer
Im Namen der Hinterbliebenen
S. Kohlberg und **Frau**
Ida geb. **Meyer.**
Herstelle, Weser.

Am 24. März fiel an der Somme unser Prokurist Herr

Gustav Fischer.

Bescheidenes Wesen und vollste Pflichterfüllung waren die Grundzüge seines Charakters. Während der vielen Jahre seiner Tätigkeit in unserem Hause hat er das ihm geschenkte Vertrauen in reichem Masse gerechtfertigt, all sein Können galt nur den Interessen seiner Firma. Wir betrauern tief sein so frühes Hinscheiden und werden sein Andenken stets in Ehren halten.

Berlin, im April 1918.
Clemens & Witkowski.

Tieferschüttert traf uns die traurige Nachricht, dass bei den schweren Kämpfen im Westen durch eine Fliegerbombe mein ganzes Glück, mein heissgeliebter Mann, unser herzensguter, treusorgender Vater, Sohn, Bruder und Schwager, Onkel und Neffe,

der Offizier-Stellvertreter

Selmar Levy

Inhaber des Eisernen Kreuzes
im 41. Lebensjahre

am 1. April, nachdem er volle 3¾ Jahre dem Vaterlande seine ganzen Kräfte treu gewidmet, den Heldentod gefunden hat.

Wer sein sonniges Wesen, seine grosse Herzensgüte, seine Liebe zu allen Menschen gekannt, wird unseren grossen, bitteren Schmerz ermessen können.
In tiefer Trauer
im Namen der Hinterbliebenen
Henriette Levy geb. **Friedländer.**
Berlin NO., Neue Königstr. 6, im April 1918.
Von Beileidsbesuchen bitten gefl. abzusehen.

Am 17. April verschied im Reserve-Lazarett zu Charlottenburg mein langjähriger Mitarbeiter Herr

Theodor Stockmann.

Der Verstorbene war ein Vorbild gewissenhafter treuer Pflichterfüllung. Sein Andenken wird mir in dauernder, ehrenvoller Erinnerung bleiben.

Karl Lax.

Am 17. April entschlief im Reserve-Lazarett nach schwerem Leiden Herr

Theodor Stockmann.

Wir verlieren in dem Verstorbenen einen in jeder Hinsicht vorbildlichen Kollegen und Menschen und werden sein Andenken stets in Ehren halten.

Das Personal der Firma
Karl Lax.

Auf dem Felde der Ehre fiel am 4. April unser langjähriger Mitarbeiter, Herr

Paul Putz

Leutnant der R. und Kompagnieführer,
Inhaber des Eisernen Kreuzes I. u. II. Kl.

Seine grosse Pflichttreue und Gewissenhaftigkeit sowie sein stetes reges Interesse und angenehmes Wesen sichern ihm ein dauerndes und ehrendes Andenken.

C. A. Herpich Söhne,
Leipzigerstr. 9/11.

Bei den schweren Kämpfen im Westen fiel am 30. März 1918 unser geliebter, ältester Sohn und Bruder, der Kanonier

Walter Mosler

im 20. Lebensjahre.
Dies zeigen schmerzerfüllt an
Ludwig Mosler und **Frau Martha**
geb. **Friedheim**
Heinz und **Rolf** als **Brüder.**
Beileidsbesuche dankend verbeten.

Bei den schweren Kämpfen im Westen fiel am 23. März mein lieber, guter Mann, meines Kindes treusorgender, herzensguter Vater, unser unvergesslicher Schwiegersohn, Bruder, Schwager, Onkel und Neffe, der Kaufmann

Georg Josef Baumgart

im 39. Lebensjahre.
In tiefster Trauer im Namen der Hinterbliebenen
Betty Baumgart geb. **Sachs.**
Berlin, Reinickendorfer Str. 48.
Beileidsbesuche dankend verbeten.

Infolge Explosion eines Granatzünders verunglückte am 9. April tödlich unser innig geliebter, ältester Sohn, Bruder und Neffe, der freiwillige Jäger in einem Ers.-Batl.

Erwin Kaddatz

im Alter von 17½ Jahren.
Dies geben schmerzerfüllt bekannt
Arthur Kaddatz und **Frau**
Emmy geb. **Jesch**
nebst Kindern und Tante.
Berlin-Friedenau, 19. April 1918, Taunusstr. 9.
Wir bitten von Beileidsbesuchen abzusehen.

Nachdem am 18. Mai 1915 unser ältester Sohn und Bruder

Hans Brell

Einjährig-Kriegsfreiwilliger im Alexander-Regt.

im 19. Lebensjahre bei Jaroslau den Heldentod fürs Vaterland gefunden hat, bekommen wir jetzt nach monatelanger Ungewissheit die tieferschütternde Nachricht, dass auch unser zweiter Sohn und Bruder

Erich Brell

Leutnant d. R. und Kompagnieführer
im Alexander-Regt.
Ritter des Eisernen Kreuzes 1. und 2. Klasse

am 23. Oktober 1917 im 21. Lebensjahre, nachdem er 3 Jahre lang fast ununterbrochen in vorderster Linie gekämpft hatte, durch Granatvolltreffer an der Spitze seiner Kompagnie bei Malmaison für sein Vaterland gefallen ist.

Wer unsere beiden Jungen gekannt hat, weiss, was wir verloren haben; 17- und 18 jährig stellten sie sich bei Kriegsausbruch sofort dem Vaterland zur Verfügung.
Von Beileidsbesuchen bitten wir abzusehen.
Berlin, Alt-Moabit 53.
Albert Brell und Frau **Maria** geb. **Harang,**
Toni Brell.

Aus den Reihen unserer Angestellten fanden den Heldentod fürs Vaterland

Herr **Hans Neitzel** und
Paul Neidick.

Ehre ihrem Andenken!

Schmidt & Lorenzen.

Den Heldentod fürs Vaterland starb an einer am 8. d. M. erlittenen schweren Verwundung durch Volltreffer mein innigst geliebter Bräutigam, unser herziger Schwiegersohn, Bruder, Schwager, Neffe und Cousin, der Gefreite

Ludwig Bich

Feld-Artillerie-Regt. 112,
Ritter des Eisernen Kreuzes II. Klasse.
Im tiefsten Schmerz
Wally Raphael, Verlobte
Herrmann u. Ernestine Raphael
geb. **Süssmann,** als Schwiegereltern,
Weberstr. 46
Hetti Levy geb. **Bich**
Grete Schwintzer geb. **Bich**
Familie Theodor Belitzer,
Raupachstr. 14
Geschwister Raphael.
Berlin, den 18. April 1918.

Schmerzerfüllt teile ich hierdurch mit, dass meine herzensgute Tochter, unsere geliebte Schwester, Schwägerin, Nichte und Tante

Käthe

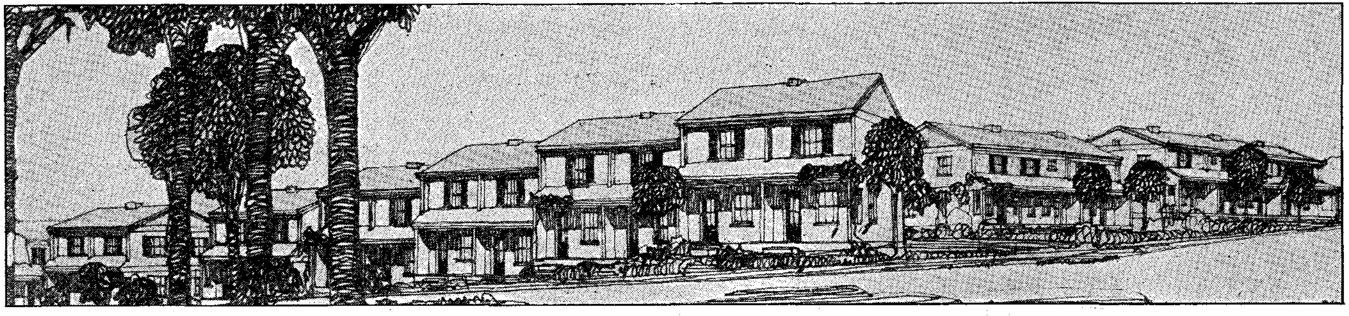
uns plötzlich und unerwartet durch den Tod entrissen wurde.
Im Namen der trauernden Hinterbliebenen
Laura Ullendorff geb. **Blumenthal.**
Die Beisetzung hat bereits stattgefunden. Kondolenzbesuche dankend verbeten.

(Fortsetzung der Familienanzeigen nächste Seite)

A SIGNIFICANT PAGE FROM A GERMAN PAPER.

This is a page from the *Berliner Tageblatt* and shows some, but not all, of the obituary notices of the day. Every paper in Germany is publishing pages like this. Note the ages of those who fell in battle, ranging from 17½ years up.

SCIENCE AND INVENTION

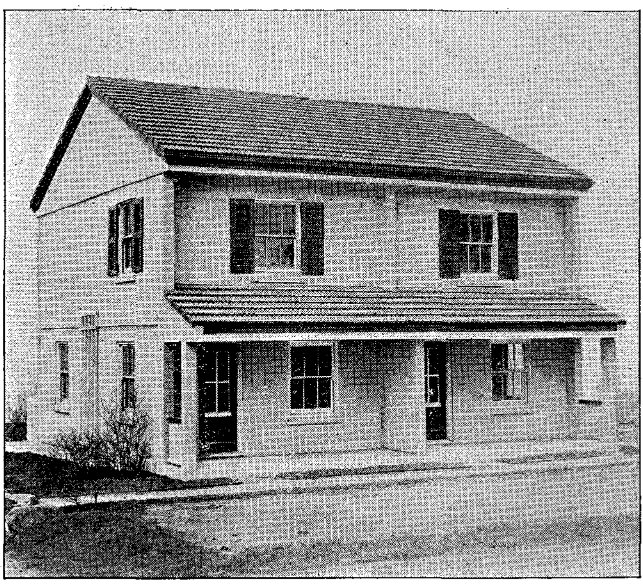


THE ARCHITECT'S VISION OF THE COMPLETED ROW OF CONCRETE HOUSES.

A CONCRETE VILLAGE BUILT OF SLABS BY A DERRICK

THE HOUSE CAST solidly of concrete in one piece, poured into a mold like cast metal, has not materialized commercially. But concrete houses cast in pieces and then assembled are apparently both practical and inexpensive. This method of building in "units" has been employed for some time to erect large industrial structures, but it is now being used, it is asserted, for the first time in a group of dwellings in Youngstown, Ohio. We quote from a descriptive article in *The Engineering News-Record* (New York), according to which the expense of moving and handling the slabs is more than offset by reduction in the cost of forms and the possibility of operating the concrete-plant continuously. Says the writer:

"Precast slabs, poured in a yard and erected by a traveler, are being used for the first time in this country to construct dwelling-houses. The so-called unit method of concrete construction . . . is being successfully applied to the construction of 146 dwellings for the first section of a community center . . . east of Youngstown, Ohio. This settlement marks one of the first attempts to provide living-quarters of a permanent and inexpensive type which will be comfortable, sanitary, and practically fireproof. The success of the experiment is made possible by the almost indestructible character of the buildings, and by the low cost which could be secured through erecting a large number of houses at one operation.



READY FOR OCCUPANCY.

"The method of construction allows the concrete-plant to operate continuously, regardless of the progress of the other work, and greatly reduces the cost of forms. These advantages, according to the contractor, much more than offset the added cost of rehandling and erecting the slabs after they are cast, which is the only item that would not be required if the houses were poured in place. The use of concrete-casting platforms, granulated slag-cores for forming hollow wall-slabs, and of a traveling erection-derrick, mounted on towers, characterizes the work. . . . . . .

"The dividing walls between houses are hollow, while all other slabs cast are ribbed. The exterior slabs are set with the smooth face out and the ribs, with wood inserts, form studs to which a lath-and-plaster wall is secured on the inside. The ceilings of the basement and the first floor are beamed, the smooth side of the slab being turned up. With the ceilings of the second floor, however, the ribbed sides of the slabs are turned up, leaving a smooth ceiling below. The window- and door-openings are cast in the wall-slabs, but the window-sills are cast separately. After the sills are placed, wooden door and window-frames are fitted.

"The roof design is of timber framing with one-inch plank sheathing, on which a red-tile roof is nailed. The gable ends are made with triangular concrete slabs. These red gable roofs on the white buildings are expected to give a very pleasing architectural effect.

"A casting-yard through which runs a trestle track from which the slabs can be cast by chuting from a side-gate car is laid out at the top of the hill, where it will not interfere with any of the houses now being built. Parallel to the trestle and located on the up-hill side is a standard-gage track for the locomotive crane which stacks and handles the slabs. Up-hill from this, on the side toward the street by which materials are received and near the middle of the yard, is located the concrete-plant. This consists of a two-bag batch-mixer supplied with material by a car on a narrow-gage track which runs beneath bins into which motor-trucks dump the sand and crusht slag through gratings.

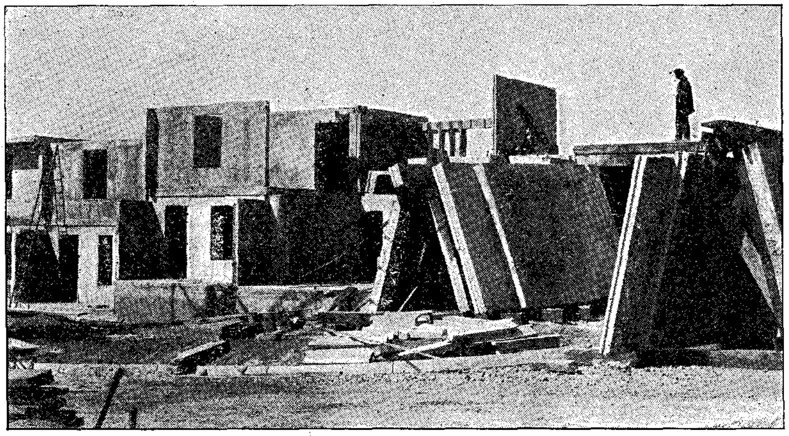
"Work was first started in the casting-yard on the single-family and three-family houses, 150 concrete beds and 100 timber beds being required to keep the mixer plant going on slabs for these two types. One form is poured at a time, tho of course one batch will fill several of the small forms, such as those for window-sills. Two men handle, fill, and empty the car on the trestle, while five or six men work in the larger forms and do the finishing. As soon as the concrete has set, the side forms are stript and match marks are painted on the edges of the concrete. The slabs are allowed to set from two days to a week, depending on the weather, then raised from the beds and stacked on edge with others of the same type.

"The hoisting is done with wire-rope slings and hooks, which are hooked into eye-bolts embedded in the concrete. The heads of these bolts come inside the form, recesses being cast around them large enough to permit slipping in the hook. The floor-slabs have four such rings so that they can be suspended level, while the wall-slabs have rings only in the top edge. The lighter pieces, such as the chimneys and the window-ledges, are set by hand and hoisted in bundles with a sling."

FACES OLD AND NEW

IN A LECTURE on "Problems of Human Anthropology," cited in *The Journal of the American Medical Association* (Chicago, April 6), Prof. Arthur Keith described the discovery of the remains of a boy in Suffolk of the period which closed about four thousand years ago, and of the skeleton of an old man who had suffered from rheumatism, dating back three thousand years, which had been unearthed while digging for the foundations of a flying school in the west of England. Such bones, he said, are really documents; they mean as much to the anthropologist as discoveries of ancient coins or manuscripts mean to the historian, or the digging up of fragments of old pottery to the archeologist, for they are records that enable us to discover the changes that have taken place since an earlier age. We read:

"The face has undergone several alterations. He had taken the skulls of twenty-five men and twenty-five women of the pre-Roman period in the Royal College of Surgeons and compared them with the same number of men and women who had died in London about the end of the eighteenth century. In the modern skull the orbit is bigger; the floor seems to have sunk; the cheek-bone is smaller and has been pulled backward, and the supraorbital ridge is less pronounced. The nose has become longer, narrower, and more prominent. There is also in modern skulls a marked tendency to lay down a bony 'sill' at the entrance to the nose, so as to narrow it. Modern palates are longer and narrower, and the teeth are arranged to form a pointed instead of a rounded arch. In regard to the lower jaw, he said that the tendency is to smooth away the sharp angle and to make the hinder border run into the lower border, while the chin is growing larger. In the ancient skull the incisors met edge to edge, but he doubted if 3 per cent. of modern persons have the old bite, tho if we had to return to the method of living of four or five thousand years ago our bones would probably go back to the ancient shape. The masseter muscle is growing less, but the temporal muscle, whose function is to crush food between the molar teeth, is increasing in size, because our modern tendency is to do hard chewing with the back teeth."



Illustrations by courtesy of the Unit Construction Company, St. Louis.

THE WORK OF CONSTRUCTION IS CONTINUOUS.

As each house is erected the concrete slabs for the next are cast and stacked ready to be lifted into place by the great hoist and joined together.

VALUABLE COUNTERFEITS

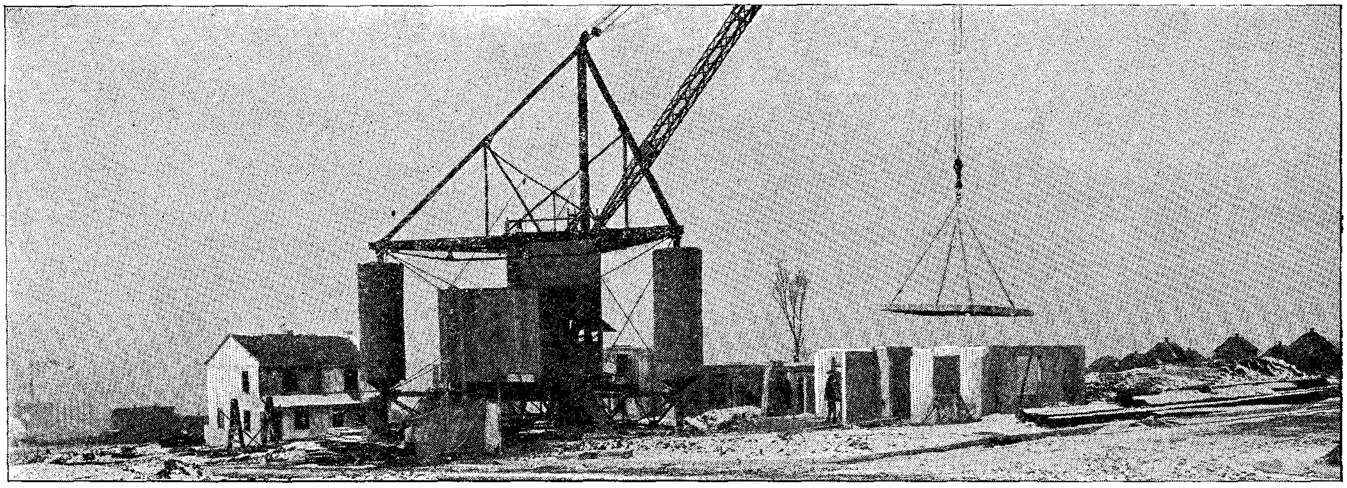
COUNTERFEIT COINS worth more than the genuine pieces are described in *The Scientific American* (New York, May 4). The situation is made possible by the fact that platinum, the material of the counterfeits, is now worth more than gold. Says a writer in this paper:

"A shipper of platinum from Venezuela recently sent to this country several counterfeit coins which were unusual in that, altho counterfeit, they were worth about five times their face or bullion value. They were included in a shipment of crude grain platinum, and the consignee, believing that they were gold, as they seemed, carefully removed them from the lot of platinum and sold them to a gold-refiner as gold bullion.

"Later advices from South America informed him that the coins were platinum, plated with gold, and requested that he have them assayed to determine their real value. The agent hastened to the refiner, who admitted that he had had a hard time melting the metal and had himself discovered that it was platinum. Some settlement was made satisfactory to both the refiner and the agent, but the coins were destroyed and no analysis was ever made to determine the exact value of the metal.

"In another shipment of grain platinum, received at a later date, the same shipper included a single counterfeit piece. The agent took this to a laboratory for analysis, but intrinsically the single piece was hardly worth the cost of the analysis from the purely commercial view-point; besides, the coin being an excellent piece of work in a fine state of preservation, it seemed a pity to destroy it. The gold plating is somewhat worn, disclosing the white metal beneath in spots. It is a counterfeit of an old Spanish piece bearing the date 1789 and the head of Charles IV. It weighs 6.435 grams and has a specific gravity of 18.9. This, of course, shows that if it is not gold, it must be platinum, or at least an alloy consisting principally of platinum. The color of the metal after removing the gold plating and its hardness are sufficient additional proof of its character.

"It seems that these old Spanish pieces pass current in Venezuela, at least for their bullion gold value. Some unprincipled person in the long ago must have discovered that the native platinum, found to some extent in Venezuela and more plentifully in the neighboring Republic of Colombia, would if



AT THE LEFT IS A NEARLY FINISHED HOUSE, AND THE ERECTION-DERRICK IS AT WORK ON OTHERS.

melted make a fair substitute for gold in coins, provided the color were properly disguised by a thin gold plating. Whether these counterfeits were made at or near the date they bear or at some much later period is unknown. They are probably a comparatively recent product; but they must have been made some time before our South-American friends were able to market platinum at a price above that of gold, and that is long ago."

OUR CRAZY-QUILT ROAD-SYSTEM

THE UNITED STATES, considered nationally, is still without a system of good roads. The fast passenger-automobile has done much to remedy this state of affairs, and it is possible that the motor-truck, coupled with the urgent necessities of these present times, may succeed in gridironing our maps with lines that represent practicable haulage routes. For the pressing need in transportation is just now a matter of freight, not of passengers. The railroads are congested, and we are finding that a motor-truck goes faster than a freight-train and will carry bulky material just as well. But neither a freight-train nor a motor can run over a sandy or boggy country road. Truck routes are fast being established and utilized. Lack of road-systems prevents our supplementing with them the inadequate railway freight-service all over the United States. Says W. O. Rutherford in *The Power Wagon* (Chicago):

"A system of connected and coordinated highways does not exist. The fleet of army motor-trucks which made the run from Detroit to the Atlantic seaboard encountered many and serious difficulties. Altho its route lay through a highly developed region and passed through several important cities, it was necessary to spend months in planning the route, in investigating reports of road conditions, in building gaps in the proposed road, and in repairing parts of the road.

"This condition, which exists between some of our largest Northern cities is repeated everywhere throughout the country. Our highway system has been compared to a crazy-quilt, consisting, as it does, of roads which begin and leave off without order or arrangement or which are constructed for a few miles of one material and for a few more miles of something else. Often gaps will exist in an important intercity highway which completely prevent motor traffic.

"The task before us is one which demands our utmost skill and cooperation. Skill is demanded because it is necessary that we build and improve only those roads which are economically essential to the general scheme of highway transportation. Cooperation is needed because such a program will inevitably awaken local jealousies and strife. But the local point of view must give way to the national, and a master scheme must be evolved which shall meet this emergency as an emergency and solve it by the most direct means and in the most businesslike way.

"So far as concerns that industry which supplies and equips the vehicles themselves which shall travel on these war-highways, it stands ready to provide more motor-trucks than will ever be needed. By the end of this year I look to see 700,000 motor-trucks in this country, or about one-third the number of freight-cars operated by the entire railroad system. A part of this large fleet, intelligently handled, will be able to take care of that short-haul and package freight which vexes the railroads and congests the terminals.

"But motor-trucks without roads are useless. We must have roads. And we must have them without delay. For it is not a general need we face, but an emergency. . . . . . .

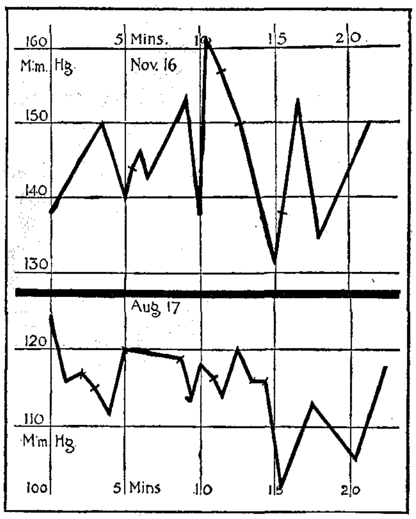
"In France, when our Allies advance, as they often do, it is the road-builders who follow close behind and lay down new roads in order that the victorious troops may be safe in their new positions. But it is only one more link in the chain. We are all standing on the main line, helping to keep it clear. The supplies that are rushed over the roads in Flanders may have traveled over the roads of Ohio, or Indiana, or Texas.

"To-day all roads lead to the battle-field. That is the truth of the matter, and that is why we must act to-day, before it is too late—in order to win the war."

ARTERIAL WIGWAG SIGNALS

THE WAY IN WHICH BLOOD-PRESSURE is affected by one's state of mind is shown by some interesting records exhibited and discust by Dr. George Van Ness Dearborn in *Every Week* under the heading "Your Arteries Can Speak for Themselves." Writes Dr. Dearborn:

"You have been told often enough that hurry and worry harden your arteries and so shorten your life. But a more effective method of driving that truth home has been discovered. It is possible now for your arteries to speak for themselves, as this chart clearly shows. The chart shows two blood-pressure diagrams, representing the maximal tension of the arteries of a typical energetic banker and business man fifty-six years old. He is retired from active affairs, but is restless, fond of automobiling, food, and comfort, possibly to some excess. In these two graphs each square along the horizontal line represents five minutes of time, and each vertical square ten millimeters of mercury of blood-pressure. The data were secured by the new 'continuous' method. The first record was made at 10:30 P.M. on a day in November, 1916. The man's pulse was 95, which fell within half an hour to 80. He had a cold, was somewhat excited, and was obviously worried about various things. He was drinking coffee thrice or twice a day, and smoking to excess. In the eleventh minute of the upper record he thought of a worrisome business matter, with the usual quick rise in the arterial tension. The second record, at the bottom, was made at 9 A.M., nine months later, in August, 1917. He had been visiting relatives in California, and, on the advice of physicians, had stopt all use of coffee and of tobacco, and looked, as he felt, like a rational human being who has discovered that life is a place of real comfort. In the fifteenth minute of the lower graph the quick fall is due to the 'release of some regretful ideas from the mind,' whose nature is unknown to the observer. These hemobarograms tell their own story when the accompanying mental data from the man himself are fully in mind. Better habits and rest and the elimination of worry have made the subject a new man—and his arterial records show it as certainly and far more intimately and immediately than could any one thing else."



HOW THE MIND AFFECTS BLOOD-PRESSURE.

The "hemobarograms" are explained in the article at the right.

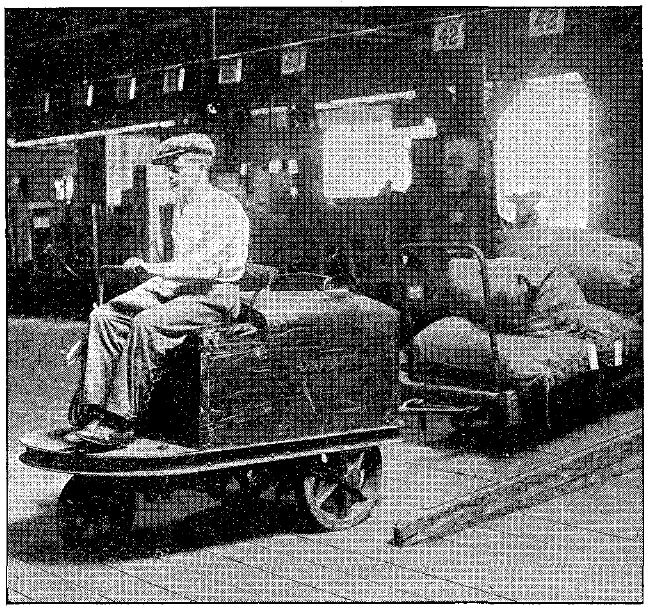
EXPLOSIVE EYES—A variety of artificial eye that is liable to spontaneous explosion is described by a writer in *The Cleveland Medical Journal*, quoted in *The Druggists' Circular* (New York, May). The eyes usually "pop" when in storage, but in some well-attested instances the disaster has actually occurred when they are being worn. The author has been able to collect reports of nineteen cases of this accident. The eye in question consists of a globe of glass, this pattern having replaced the older solid-glass shell. We read:

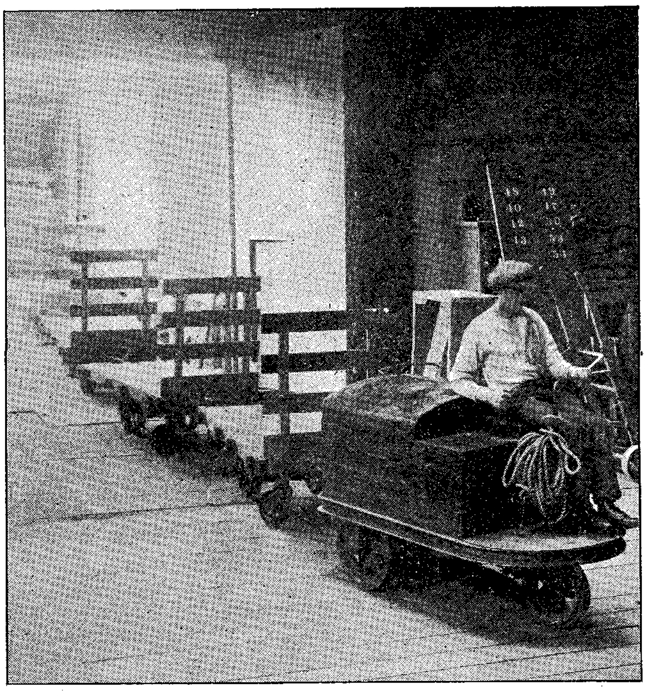
"In the manufacture of this type the back of the eye is sealed while the whole ball is at a white heat, resulting in the formation of a rather high vacuum in the interior of the globe when cooling has taken place. A sudden change in the temperature of a portion of the eye setting up unequal expansion or contraction may cause it to explode. The globe is built up of many different grades and colors of glass, and the walls vary greatly in thickness, so that proper annealing is very difficult of accomplishment. It was estimated by one manufacturer of these eyes that one-tenth of 1 per cent. of them explode while lying packed away. The observation was made that eyes in stock exploded more commonly during either very hot or very cold weather. In a series of cases collected by Rochester one-half of the explosions are said to have occurred on hot days. The eyes are corroded by the secretions from the conjunctiva of the wearers. Some persons are able to wear an eye for a couple of years before it becomes roughened, while much corrosion may occur in six months in other cases. Of eighteen explosions, four patients experienced it twice, this suggesting that such accidents may be of greater frequency in orbits the secretions from which exert a rapidly deleterious effect upon the glass."

TRACTORS REPLACE DRAFTED MEN

THE INDUSTRIES are alive to the fact that labor is scarce, and that it will probably be scarcer a few months hence. Many of them are fortifying themselves by utilizing labor-saving devices to relieve congestion, reduce the cost of operation, and replace men who can be transferred to other and more urgent tasks. Among these devices, one that stands out prominently is the electric industrial tractor, sometimes known as the "trackless train." This is simply a power unit used to pull loaded trucks in manufacturing plants, shipyards, lumber-yards, freight-stations, and on piers and docks. Says a writer in *Marine Engineering* (May):

> "An interesting example of the unusual practicability of these machines is at Piers 4 and 5, the Pennsylvania freight terminal, in New York, which was one of the most congested railroad freight terminals in the country. Here the installation of the tractors and the 'trackless-train' method of industrial haulage has almost doubled the capacity of this terminal, and the increased tonnage is now handled with about half as many men as were formerly required.
>
> "This remarkable change was brought about by the employment of four small electric industrial tractors and 225 trailer-trucks, rebuilt from the old four-wheeled hand-trucks formerly used, and the utilization of the 'trackless-train' method of haulage, which is in its essentials the same as that of a railroad, the difference being that this system is not—as is the railroad—restricted to rails, and as a consequence is more flexible, and so more efficient.
>
> "Under the old system of hand-trucking, 165 men were required to move about twenty-five car-loads of freight across the platforms and into the cars themselves. Now, with the new system in operation, only one hundred men are needed to load forty cars with 440 tons of freight in the same time.
>
> "Being convinced of the soundness of the 'trackless-train' method, the officials in charge of these piers laid out the work in conformity with the method, and again the railroad system, in a general way, was used. They realized that to make the tractors most efficient they must be kept busy, so regular schedules were established and retained. Trailers were loaded at the point of origin and prepared for the tractor, which picked them up and deposited them at the destination, returning to the point of origin with empties, which were dropt and a new and loaded train pulled away to its destination, and so on interminably. The tractor was always busy, and because of this fact reached and retained a point of high efficiency.
>
> "The tractors in this instance not only reduced the number of men required for the work, but cut operating costs in increasing capacity, and relieved congestion, which had, prior to this time, greatly handicapped the work.
>
> "Examples of 'trackless-train' efficiency such as this are numerous and are not confined to any one industry, for the system and equipment are practical for almost any case where haulage is to be done either in shipyards or at terminals.
>
> "The cost of operating the tractors themselves is about equal to one man's wages, $3 to $3.50 per day, and such trifling expense is inconsiderable when compared to the savings possible."


DOUBLING THE CAPACITY OF A FREIGHT TERMINAL.


Illustrations by courtesy of "Marine Engineering," New York.

THE "TRACKLESS TRAIN" WITH A LOAD OF EMPTIES.

THE REVIVAL OF CHARCOAL

NEWS FROM NORTHEASTERN CONNECTICUT, as printed in the New Haven *Register*, is that the charcoal industry is starting up again in that region. Years ago, says *The Register*, charcoal-burning was a considerable part of the farmer's plan of development in that State. Hardly a farm of any size was without its charcoal "pit," its schedule of labor with certain weeks set apart for gathering the wood, and others for burning it, and storing the coal. The writer goes on:

> "The war has caused the return to many of the customs the people of New England thought they had outgrown, and with the garden, the waterglass for eggs, the canning and preserving, comes the charcoal. The farmers learned their lesson last winter when the 'coal famine' was upon New England. They saw that fuel in winter was almost as much of a problem with the people of this State as was food. Therefore they begin the manufacture of charcoal with the coming of spring. The fuel crisis last winter sent the price of charcoal to levels heretofore unheard of. Families who had been accustomed to having their winter coal-supply in the bins, finding themselves unable to procure any, even at the high prices of last winter, turned to charcoal. They found in it an excellent substitute for ranges and kitchen stoves. The demand for the substitute was not lost upon the farmers. To-day they are cutting off their woodland and carting the wood to the pits, where it is to be converted into money. There is more money in charcoal than in cordwood, with the added advantage that the charcoal can be manufactured during a time when there is not the pressing need for it, and a supply stored for next winter's demands. Also the land cut over can be leased for farming, if the owner so wishes, and if the lessee will clear it. The farmer can turn his attention to his own cleared acres and if the woodland has the stumps hauled out and the land plowed, harrowed, seeded, and grown, so much the better for the farmer, next summer, when the lease has expired. Meanwhile on every farm the charcoal-pit smolders, and every pound manufactured means some of the coal-supply from the mines saved from the country."

DRURY COLLEGE LIBRARY
Springfield, Missouri

WAR-TIME-FOOD-PROBLEMS

Prepared for THE LITERARY DIGEST by the UNITED STATES FOOD ADMINISTRATION, and especially designed for High School Use

REVIEW OF PRECEDING ARTICLES

IF YOU LOOK UP the derivation of the word "review" you will learn that it comes from two Latin words: *re*—meaning "again," and *video*—meaning "see." And so our English noun "review" most often means: seeing or going over anything again, a reconsideration or survey of what is past. And it has also acquired the sense of a formal inspection, as of troops drawn up on parade or marching by.

Therefore, when we undertake a summarizing review of this series of articles, we must do it with the double purpose of reconsidering their most essential points, and also of inspecting the series as a whole as it has been moving past, topic by topic, during the last twenty-nine weeks.

THE FOOD ADMINISTRATION—With the entry of this country into the war, war-time food-problems became sufficiently complex and difficult to necessitate the creation of a special governmental body to aid in solving them. Such a body—the United States Food Administration—was formally authorized and granted special powers by act of Congress, August 10, 1917.

Its aim was, and is, to provide the Allies and our soldiers at the front with food-supplies ample enough to be of fullest assistance in winning the war, while keeping food-supplies and prices at home as stable and reasonable as war-time conditions permit. In accomplishing this, the Food Administration uses conferred powers of compulsion where necessary, but relies chiefly (and not in vain) upon the cooperation of food-dealers and public alike.

To limit the invariable tendency of food-prices to rise in war-time, the Food Administration has directed special efforts against hoarding, speculation, and unreasonable profits, at the same time trying to make sure that food-producers and food-dealers received fair profits. The commercial routes by which food passes from producer to consumer have been made as direct, as unobstructed, and as little likely to increase prices as possible.

As one means to such ends a licensing system was adopted, under which specified dealers in specified foods are held responsible to the Food Administration, and are forbidden any practises hampering to the conduct of the war, or tending to unsettle food-conditions at home.

ORGANIZATION—As the best means of trying to solve all such problems—so new, intricate, and anything but easy—the Food Administration naturally chose the form of organization most likely to induce universal cooperation. This took the form of *decentralization*, in which each State has its Federal Food Administrator, and under him its administrators for counties and communities. Thus, while all are working for the same ends and in the same win-the-war spirit as the central organization at Washington, each State is left free to adapt methods to special problems. Moreover, this system makes it possible for every individual in the country to be in personal contact with the United States Food Administration, and *to cooperate patriotically with it.*

TRANSPORTATION—Food-problems interlock with all other national war-problems, among which are those of railroad transportation. Car shortages, congested conditions, injury (and consequent waste) of foodstuffs *en route*, unnecessary "cross-hauling" and "back-hauling"—all these are transportation evils which complicate food-problems. Favorable climatic conditions will lighten such evils, but the remedy which will accomplish most, and which should be the aim of all, is to reduce the railroad shipping of foodstuffs to the lowest possible point.

This may be achieved only by making every section and community, in so far as possible, self-sustaining.

PRODUCTION—To help in such self-support should be a purpose of every farmer and home-gardener in the country. *Besides providing the food needed overseas to win the war, every producer must aim for an ample supply here at home.* Every family should try to raise foods which will serve it next winter, such as potatoes and beans. All should try to learn and follow the carefully worked-out plans of the United States Department of Agriculture.

FOOD VALUES—Food best serves those who understand it best. That is why it is necessary to study the body-building and energy-producing food constituents known as proteins, fats, carbohydrates, mineral salts, and vitamines. Such knowledge is advisable at all times; but it becomes especially necessary in war-time *in order to preserve one's health while modifying personal eating habits in such a way as to release ample supplies of the foods needed for shipment overseas.*

FOOD SERVICE—To aid in providing those "ample supplies" is a way in which every patriotic family and individual can help *directly* in winning the war. The Allies—their soldiers and families—must have wheat, meat, fats, and sugar *from us*, because their normal peace-time sources of supply are obstructed both through lessened home-production and through the world's ship shortage, which makes it necessary to use available food-ships on the short haul to this country instead of wasting time in sending them for more distant food-supplies.

The more food we can ship to the Allies, the sooner we shall win the war. And *we can ship more of the necessary foods—particularly wheat, which is especially needed now—by using other foods instead and by avoiding all waste.*

Moreover, such habits of conservation of food may well be applied in other directions. Food service and habits of "doing without" all sorts of non-essentials will help to win the war. All this should be no sacrifice, but rather a glorious privilege to those denied the chance to do actual fighting.

SPECIAL FOODSTUFFS—Thus far, in this series, seven different kinds of foodstuffs have been treated at length: Corn, Fats, Beans, Wheat, Potatoes, Milk, and Fish.

Milk is the most perfectly balanced single food, and the most vitally necessary for promoting health and growth in infancy and childhood.

Fats, to put it most briefly, are fuel for fighters, and are therefore indispensable for feeding our soldiers and the Allies.

Beans and fish are alike in being rich in proteins, and thus provide valuable substitutes for the meat which we must ship abroad.

Corn and potatoes may be called our most truly *native* crops. And they should be eaten *very abundantly*, for the sake of saving wheat.

Wheat, tho mentioned last, is most important of all. The Allies need it—must have it. We must give them every ounce, every fraction of an ounce, we can spare. To do this we must omit *no possible effort*, even to denying ourselves wheat altogether where that can be done. *If we fail to send the wheat needed, the war will be lost*, and our soldiers at the front will have the right to call us slackers here at home.

THE ONLY WAY—Such are the war-time food-problems discust thus far in this series. But no mere articles, no words—written or spoken—can solve such problems. At best, they can but point the path to *the only solution and the only way to final victory: by universal personal effort—unceasing, untiring, and utterly unselfish.*

INDEX OF ARTICLES TO DATE

1917	
Nov. 17	INTRODUCTORY ARTICLE ON THE UNITED STATES FOOD ADMINISTRATION'S AIMS, PROBLEMS, AND METHODS.
" 24	THE CAUSES OF HIGH FOOD-PRICES.
Dec. 1	UNFAIR PRACTISES AS A CAUSE OF HIGH PRICES.
" 8	THE LICENSING SYSTEM AS APPLIED TO FOODS.
" 15 " 22 " 29	TRANSPORTATION EVILS AND REMEDIES.
1918	
Jan. 5	SAVING FOOD AND WINNING THE WAR.
" 12	HOW YOU CAN SAVE AND SUBSTITUTE FOOD.
" 19	CORN—OUR NATIONAL FOOD.
" 26	THE USES OF CORN.
Feb. 2	ORGANIZING FOR FOOD-SERVICE. (Describes the United States Food Administration's system of State Administration.)
" 9	HOW TO COOPERATE WITH THE FOOD ADMINISTRATION.
Feb. 16	RAISING CROPS TO WIN THE WAR. (With especial reference to the farmer rather than the home gardener.)
" 23	FATS FOR FIGHTERS.
Mar. 2	FOOD VALUES.
" 9	THE WELL-BALANCED DIET.
" 16	BEANS—A FOOD FOR WAR AND PEACE.
" 23 " 30 Apr. 6	SCHOOL, COMMUNITY, AND HOME GARDENS.
" 13	POUND FOR POUND—THE 50-50 RULE.
" 20	WHY SEND WHEAT?
" 27	WHEAT SLACKERS AND WHEAT PATRIOTS.
May 4	THE POTATO.
" 11	DOING WITHOUT. (With reference not only to food but to all sorts of non-essentials in war-time.)
" 18	DAIRY PRODUCTS AND CHANGING CONDITIONS.
" 25	MILK.
June 1	FISH—ITS VALUE AS A FOOD.

THE-NATION-AND-THE-WAR

A Series of Articles prepared for THE LITERARY DIGEST *by the* UNITED STATES BUREAU OF EDUCATION, *and especially designed for High School Use*

WHAT THE SCHOOLS HAVE DONE TO HELP WIN THE WAR

By P. P. CLAXTON, *United States Commissioner of Education*

THE FIRST THING the American schools have done to help win the war is to keep open and going at full capacity. We learned our lesson, in part at least, from the experience of England and France. English and French public men have solemnly urged us not to make the mistake their nations made at the outbreak of the war, when they let their children go into munition-plants and their technical-school men into the front-line trenches. It should be noted that the plea of our educators and public men for maximum war-time education for our boys and girls is not merely based on the needs of the future, important as these are; it is based on urgent military necessity. To-day the Allies are largely dependent upon America for the scientifically trained men needed in the Army and behind the lines, and the schools must be kept going to supply them.

"DON'T CLOSE THE SCHOOLS; USE THEM"—There is a war-obligation, then, upon all schools to keep going at maximum capacity, and most of them have kept going. But this war-obligation is not to be lightly regarded. Money spent for schools in war-time must be spent only on the assurance that it is going to bring results. Parents should be made to feel that good schools must be maintained during the war whether they have been maintained hitherto or not; and the pupils in school need to realize that they owe it to their country to get an education at all costs. War-time schools will have to be 100 per cent. efficient. Slimly attended, under-manned, or poorly manned schools can not do the work in School and Home Gardens, Junior Red Cross, War-Savings, and other kinds of activity that the community expects of its schools in war-time.

Under the stress of war many schools have come to the aid of the nation in training mechanics, in supplying labor for farms, in helping along food-conservation, and in other activities made necessary by the war. Some of the most important of the types of service rendered by educational institutions are so directly military that it is impossible to publish figures regarding them, and they are therefore omitted from the account given below. The lesson to be drawn from the many types of war-service rendered by the schools is, in the words of Secretary Lane of the Interior Department, "Don't close the schools; use them!"

UNITED STATES SCHOOL-GARDEN ARMY—In the first year of the war many city and village school-children had back-yard gardens. In some communities a plan had been very successfully worked out whereby the school supervised these home gardens for its pupils. The Government determined to apply this plan as widely as possible, as part of the plan for stimulating food-production. Accordingly, in February of this year President Wilson authorized the establishment of the United States School-Garden Army, putting aside for its support money from his special defense fund. In his letter to Secretary Lane the President said: "The movement to establish gardens, and to have the children work in them, is just as real and patriotic an effort as the building of ships or the firing of cannon."

By May 25 considerably over a million school-children in all parts of the United States had formally enlisted in the School-Garden Army under the Bureau of Education.

WAR-SAVINGS STAMPS—Secretary of the Treasury McAdoo early in the war saw the possibilities for small individual savings as a help in financing the war, and asked well-known bankers to help him devise a plan that would bring in money for the Government and at the same time teach permanently valuable lessons in thrift. The result was the issue of war-savings stamps and certificates. Special arrangements were made for schools, whereby pupils are able to save for thrift stamps a penny at a time.

By May 15 the War-Savings Committee reported a war-savings society in practically every school in the country. While exact figures of the sales were not available, in many communities the sales of stamps to school-children exceeded those disposed of through all other agencies combined. In a New Hampshire school 337 pupils purchased 3,470 thrift stamps. In a rural school in Oregon every pupil has taken a pledge to sell at least thirty dollars' worth of war-savings stamps. Jordan School District, Utah, with a school enrolment of 3,869, reports a per capita purchase of stamps of $5.60; and one school in this district, with an enrolment of eighty-seven, reported a per capita purchase of $22.15.

In order that the war-savings campaign may continue during the summer vacation, many school superintendents have decided upon the plan of having the sale of thrift stamps to school-children carried on throughout the summer by other war-time agencies, such as the Junior Red Cross and the United States School-Garden Army, the idea in the latter case being that earnings from war-gardens may profitably and patriotically be put into war-savings stamps.

JUNIOR RED CROSS—The school-children began to take an official part in the educational and relief work of the Red Cross when the Junior Membership was organized, in September, 1917. By January 1, 1918, the enrolment was 860,741 pupils, in 2,531 schools, under 563 chapter school committees. Following the drive for membership in February the numbers grew until there are now over 8,000,000 pupils under more than 3,000 chapter-school committees.

The Junior Red Cross has already furnished quantities of relief supplies. In January quotas were issued from national headquarters for 256,000 garments for foreign refugees, to be ready by June 1. In March, the boys of the Junior Membership were asked to help furnish the forty or more convalescent houses to be erected in connection with base-hospitals in the camps of the United States, and the manual training schools that pledged themselves to make 4,546 pieces of furniture by June 1 have in many instances exceeded or even doubled their quotas.

THE SCHOOLS AS A MEDIUM OF COMMUNICATION—To utilize the school-machinery as a means of war-time communication between the Government and the nation at large has been the dream of national leaders from the President down. Recently several plans have been put into effect that seem to have unusual possibilities in this direction.

Under the "Four-Minute Men," a well-known organization in the Committee on Public Information through which speakers are provided to make short addresses in theaters and elsewhere on the nation's war-needs, there has been established a plan for "Junior Four-Minute Men"—these being boys and girls in the schools, who, by competition with their fellow pupils in making four-minute speeches, earn the right to a certificate as Junior Four-Minute Men of the class or school. War-Saving Stamps and Liberty Bonds are two of the National drives that have been effectively advertised through the Junior Four-Minute Men. It has been found that parents at home discuss in lively and intelligent fashion the subjects assigned to the pupils in Four-Minute Men Contests.

A still more fundamental plan of using the schools as centers for "enlightening public opinion" is the systematic organization of schoolhouses as community centers, now going forward under the stimulus of the Council of National Defense and the Bureau of Education. The possibilities of this and every other plan for using the schools in war-work have been greatly increased by the recent establishment in the Bureau of Education of a mailing list of the three hundred thousand schoolhouses in the United States. For the first time it is possible for the Federal Government to reach directly every school, and through the school the adults of every community.

LETTERS - AND - ART

RED-CROSS PEARLS OF ALL PRICES

PEARLS OF THE SEA and pearls of literature and art are adding immense sums to the Red-Cross work in England. In the sale, which ran largely through the month of April, works in art and in letters, many of which latter have been described for our readers in our issue of April 20, brought at Christie's auction-rooms the sum of $755,000. The pearl necklace, yet to be completed, bids fair to girdle the earth. No great lady of the land can afford in future to wear her string if the "missing link" does not indicate her gift to the Red Cross. The project of forming a necklace of offerings from the strings of fortunate owners was initiated by Princess Victoria, who soon found that queens, duchesses, and ladies, great and less, rallied to her leadership. The number, from our last advices, has reached 1,300, and before the collection is completed it is expected to reach many thousands. The London *Times Weekly* says:

> "The well-known jewelers who are grading and weighing the pearls and acting as their custodians, and who have been so helpful to the committee and the donors in giving their expert advice free, are forming themselves into a committee to display the pearls to the best advantage. A unique system of showing them is being devised, and the name of each donor will be attached to her or his gift.
>
> "Men have now begun to send in tie-pins and studs. This unexpected development is proving a very valuable one, as few men feel that the present is a time when they can display jewelry of any kind. The competition among the counties of England as to which can send the most and finest pearls is another interesting development. So far the southern counties are doing better than the northern. Surrey has sent forty-seven fine gems and Sussex forty-one, and the wives of the High Sheriffs in the different counties, who are on the general committee and helping to collect, are busy in this competition of generosity."

Many of the pearls are sent in memory of sacrifice. The London *Times* prints one note accompanying a gift, which shows the spirit in which the donors contribute:

> "The following letter has been received by one of the jewelers collecting for the necklace. It accompanied a beautiful pearl, and the writer has so perfectly express what many women who have given *'in memoriam'* gems have felt that the committee obtained her permission for its publication.
>
> "'DUDLEY HOUSE, TWICKENHAM PARK,
> "'April 21, 1918.
>
> "'It is not a perfect pearl, but it is the only one I have. I send it in memory of a pearl beyond all price already given, my only son, and I feel that perhaps one pearl in that great historic necklace from me may hang side by side with those of greater beauty, even as the mothers of only sons stand side by side with those who, richer, could give more.
>
> "'EDITH M. FEILDEN.'"

On June 26 the exhibition of pearls will be opened at the Grafton Galleries and will run until July 2, when the sale will commence. Meantime, the chronicle of the Red-Cross sale, ending April 25, shows how the dead generations in literature and art are contributing to the work of mercy in this. The last lot in the sale was an interleaved Red-Cross catalog containing the signature of nearly everybody who has participated in the sale. Sir James Barrie contributed a postscript which cleverly satirizes the well-known auction-catalog manner, and deals, as the London *Daily Telegraph* says, with "several momentous gifts which the committee in bewilderment had politely to reject." These included:

1. Four Letters from Shakespeare to Lady Bacon.—These letters prove conclusively that Lady Bacon was the real author of the so-called Shakespeare plays. She was ashamed to admit it, and William Shakespeare agreed to father them for £5 apiece. He evidently thought little of them, and in one of the letters he asks Lady Bacon to make it clearer whether *Hamlet* was really mad. A nice clean little lot.
2. The Tub of Diogenes.—Two of the staves are gone and the upper iron girder broken in three places. Otherwise in good condition. For long used as the tub of Mr. E. J. Dillon.
3. Milton's Receipt to the Publishers for the Sum Paid Him for "Paradise Lost," £5.
4. Canute's Chair, from which He Rebuked the Waves.—One of the legs loose.
5. Francis Drake's Bowls at the moment the Spanish Armada hove in sight. One chipped.
6. Cloak Used with Historic Effect by Walter Raleigh, Esq. (afterward, Sir Walter). The mark of Queen Elizabeth's foot plainly seen (small 5's).
7. Two Letters from Queen Elizabeth to the Governor of Fotheringay Castle about the execution of Mary Queen of Scots.
   (*a*) A letter for publication, begging him not to do it.
   (*b*) A letter, marked "Strictly Private—Burn this," saying that if he does not do it he will be hanged, drawn, and quartered.
8. A Complete Guide to the Geddes Family, now so prominent in public life. Indispensable to politicians and editors. Known as "The Geddes Who's Who."
9. Finger-prints of Mr. Lloyd George, Lord Northcliffe, and Mr. Asquith, and
10. The Great Pearl Necklace.—Presented by the Babies of Great Britain, each of whom has agreed, in the noblest spirit of patriotism, to present the finest of all pearls—his or her first tooth. This will completely knock out the other pearl necklace. (Signed) J. M. BARRIE.

This catalog, as *The Telegraph* records next day, was one of the features of the sale. The reader may calculate the value in dollars by recalling the exchange rate of the pound as $4.87½ and the guinea as a little over $5.

> "The bidding for this was meteoric. It started at 100 guineas and in a few flashes was at 500 guineas. Mr. Louis Duveen then made a parting shot of 550 guineas and at 600 guineas Mr. Gordon Campbell, the unflagging chairman of the Red-Cross Sales Committee, bought it, as the private gift of himself and coadjutors to Mr. Lance Hannen, of Christie's, as everybody devoutly hoped.
>
> "Next, in rapid sequence, Mr. Hannen announced that the day's total had brought the aggregate to £127,136; that extra donations came to £2,990; and that the sale of catalogs, etc., managed by Miss Margaret Walker (Quartermaster, V.A.D., London 12), who had also collected the signatures for the historic souvenir, amounted to £602. Whereupon Mr. Lyle Smith promptly rose, and made himself responsible for contributing the sum that would bring this total to £131,000. But the real excitement was to come, and Mr. Hannen had not exhausted it when he proceeded to state that, following the inspiring example of the late Sir Hugh Lane in 1915 (when a £10,000 commission was offered by him to the great American painter, Mr. J. S. Sargent, R.A., to execute a full-length portrait—this noble fee to be handed to the Red Cross) a similar event would happen. Through the good offices of Mr. Martin, Mr. Sargent had been again approached and had consented for the second time to place his talented services at the foot of the Red Cross, and to paint for Mr. Perceval Duxbury, of Bury, Lancashire, a portrait of his wife for £10,000, this fee to be added to the cause of succor. It should be recalled that the Lane commission was eventually a full-length portrait of President Wilson.

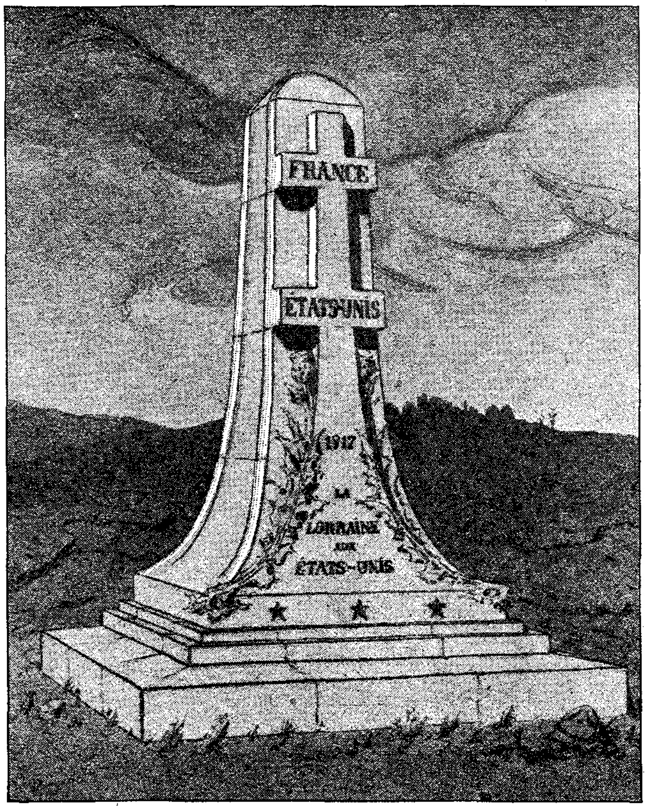
Some other incidents of the sale were these:

> "Queen Alexandra's gift of an art book formerly belonging to Edward VII. was loyally greeted. Bought by an anonymous bidder at £120, and then reoffered, it helped with £105 more. Mr. Frank Partridge gave as much as £380 for Mr. E. Hulton's present of Bode and De Groet's 'Life of Rembrandt'; Sir W. Robertson Nicoll's gift of Thackeray's 'Vanity Fair,' with presentation inscription to Charlotte Brontë, brought 310 guineas (Sabin); and Mrs. W. E. Henley's rare proof edition of Stevenson's 'Penny Whistles' £300 (Maggs). The penultimate

lot in the sale, a copy of *The York Journal*, of May 13, 1746, containing the order of battle at Culloden, caused a bracing rally. Mr. Lyle Samuel won it first at 20 guineas and on reoffer Mr. Louis Duveen (who will give it to the Scottish Historical Society) rattled the bidding up to 100 guineas."

MEMORIALS OF THE PAST AND OF TO-DAY

MEMORIAL STATUARY will become one of the outstanding activities of our artists as the deeds of our men call for enduring recognition. We should not be behindhand in this tribute to our sons, for France has already shown us the way. Near the village of Bathelémont, in Lorraine, close to the spot where the first American soldiers were killed in France, says the New York *Times Sunday Magazine*, a monument to their memory is being erected, "not by any special group or organization, but by all the people of the country roundabout." It is touching to read that "in the Department of Meurthe-et-Moselle, where Bathelémont is situated, and where three Americans lost their lives on November 3, 1917, there is not one town or village, from Nancy, the capital, to the smallest hamlet, that has not contributed." *The Times*, which reproduces a drawing of the scene where the monument is to stand, gives this detailed description:



LORRAINE'S TRIBUTE TO AMERICANS.

A monument erected by popular subscription to the three Americans who were the first to give their lives for the cause of freedom.

"It is made of granite from the near-by Vosges, and it was designed by Louis Majorelle, a well-known French artist who in the early years of the present century was the leader of the 'Nancy school' of modern art that revolted against the dictates of Munich. The decoration on one side shows three stars for the three soldiers from America at the base of the monument, and above the thistles and cross of Lorraine.

"On the other side is this inscription in French:

"'Here, on the soil of Lorraine, rest the first three American soldiers killed by the enemy, November 3, 1917: Corporal James B. Gresham (of Evansville), Private Thomas F. Enright (of Pittsburg), Private Merle D. Hay (of Glidden), Company F, 16th Regiment Infantry, 1st Division.

"'As worthy sons of their great and noble nation, they fought for Right, for Liberty, for Civilization, against German Imperialism, curse of the human race.

"'They died on the Field of Honor.'

"The design itself uses the historic cross of Lorraine, with its two arms, to express the joining of France and the United States in a common cause.

"The stone is being raised in one of the many little valleys of Meurthe-et-Moselle, at the foot of a slope on the summit of which rise the ruins of the village of Bathelémont. It is a rolling green country—where the war has not torn it to pieces—not actually mountainous, but full of little hills and sudden valleys, with beautiful meadows here and there on the hillsides. The present firing-line is not far from Bathelémont. Lunéville is about twenty miles away—the nearest town—and Nancy, the capital of the department, is not far distant. The Mayor of Nancy, Mr. S. Simon, has been very much interested in the monument and largely responsible for its erection."

The man who has had most to do with the raising of funds and the making of arrangements is the Prefect of Meurthe-et-Moselle, Mr. Mirman, of whom we read:

"He is spoken of in France as one of the civilian heroes of the war. Through all the months of war he has been everywhere, helping the refugees, cheering his people, fearing no risk for himself, and 'getting things done' in all sorts of ways to make life less hard for his people. Since the American soldiers began to arrive in Meurthe-et-Moselle, Mr. Mirman has been in close touch with them, and has worked with them in every possible way, and the monument to the first Americans killed owes much to his energy and interest. Immediately after the soldiers were killed Mr. Mirman and Mr. Simon—who is also pointed out as one of the war's civilian heroes, especially in these last six months, when Nancy has been so often under fire from the air—began to discuss the possibility of a monument to them, and the taking of subscriptions commenced almost at once."

Before our thoughts are wholly absorbed in the call of the present for memorial recognition it is well, perhaps, that the great arch in Washington Square, New York, so long awaiting its decorative sculpture, should be completed by the addition of Calder's heroic statue of "Washington"—reproduced on the following page—offsetting the MacNeil statue, which has been long in place, representing "Washington at Valley Forge." *The American Magazine of Art* speaks thus of the new work:

"The figure of Washington is carved in full relief, whereas the supporting figures forming a compact background are in bas-relief, the two merged together by the accessories. Washington is represented in colonial civil costume, and as a man of about sixty years of age standing firmly on his feet, head erect, looking afar. The poise of the figure is dignified, stern yet easy, characterizing latent energy. Apparently he has spoken and is waiting with commanding patience. Behind Washington, as symbols of those ancient virtues of man's striving, stand Wisdom and Justice: the former, conceived as the modern Athena, helmeted, muses, with downward glance, her left hand resting on the shoulder of her mate, Justice, who, draped and crowned as defender of cities, bears the sword and scales, supporting behind the head of Washington the book of record with the motto—'*Exitus acta probat.*'"

AMERICA ON THE LONDON STAGE—Names familiar to the lights of the Great White Way are given a prominence, says James Waters in the London *Daily Mail*, "never before dreamed of." Thus:

"Six of the plays on the boards in Theaterland are the work of American authors, and this does not include two that are being withdrawn. Five other American plays finished their run here in the earlier part of the month (four of them successes), and at the present moment three Broadway dollar-makers of the light, amusing order are in rehearsal at London theaters for production next month.

"There is no jealousy here, on the part of our theater people, of American managers, authors, actors, or actresses. On the contrary, the cry is for more. They are all more than welcome. They like London, and they win from all who come in contact with them a reception hearty enough to make them feel at home."

SEEING OUR BOYS "OVER THERE"

MULTIFORM ARE THE WAR-ACTIVITIES of Uncle Sam. Whoever would have thought of him a year ago as an *impresario* in moving pictures? In a small way this has been one of his war-activities, but now he boldly challenges competition with the biggest and launches his "Pershing's Crusaders" for the benefit of the American Army, the American Navy, and the Allied War-Relief. The initial performance at the Lyric Theater, New York, brought out an audience that might have swelled to the dimensions of a Metropolitan Opera crowd if capacity had permitted. Mr. E. H. Sothern and our former Ambassador to Germany, Mr. James W. Gerard, were present to speak, but the pictures of the boys at the front were the thing, and the country will eagerly await the sight of her sons in their present environment here and "over there." As described by the New York *Tribune*, we learn that—

"WASHINGTON, THE FIRST PRESIDENT,"

Supported by Wisdom and Justice. A statue by A. Stirling Calder, recently added to the west pier of the Washington Arch, New York.

"Whoever took the pictures have not depended on the popularity of the subject alone, for they show a fine attention to detail that is most satisfying, when everything connected with the boys at the front is of vital interest.

"The pictures show 'the mailed fist of the world,' and altho this is merely symbolic, it is such a telling hit that it is impossible not to mention it. Germany and France are shown as tho modeled in clay, and then slowly, out of the center of Germany, rises a volcano, and a huge mailed fist appears scattering mud and sand and lava over France.

"The first part of the picture shows how plots, fires, strikes, etc., were fomented by German agents in America; how America is putting her hand to the plow to feed the Allies; the huge cantonments which have sprung up to house the Army; cutting the khaki clothes by machinery. Other subjects are: What American women are doing; how the army shoes are made; feeding America's Army; mighty ships in the building; supremacy in the air will strike down the German vultures; our Navy; camouflage of the sea; our own submarines; in the aviation camps; baptizing the boys ordered to the front; tenderness and skill at the dressing-stations; the sniper's job; the victor of yesterday and the victor of to-morrow, and Pershing's crusaders and their Allies, who will get the Kaiser."

It is looked upon as a pity that Uncle Sam should seem to be betrayed into a boasting frame of mind when he stands by and helps out the "counterfeit presentments" by his verbal "cut-ins." Probably he has amiably allowed some one less wise to be spokesman; some one whom Dr. W. S. Rainsford's rebukes will perhaps bring to his senses. In the New York *Sun* we find that clergyman's mortified disclaimer of these words:

"*To the Editor of The Sun*—SIR: 'Pershing's Crusaders,' official war-films, as they are called, were presented last night to a large and enthusiastic audience.

"James W. Gerard truly said, as he made his fine direct appeal for the Red Cross, that more than all other propaganda they would influence public opinion not only on this side of the Atlantic but on the other.

"The pictures were some of them good; some, such as that one of the multitude of our men doing setting-up exercises, supremely good. It was displayed, by the way, for too short a time. Some were not up to the mark, and at least one, of the column of infantry hurrying up a French street, faked. For, to obtain the impression of large numbers the men were marched round and round. Such a thing should not be.

"But, sir, these criticisms are trifling. What I protest against with all my soul is that the descriptive insets (I think they are called) are the work of some utterly incompetent and blundering person.

"Here is a presentation to the country at large of what we are doing and what we aim to do. Millions will see it. Its educational power is immense, and yet some publicity man, who knows so little of history that he says our crusaders are worthy imitators of the Red-Cross men of eight hundred years ago, who, by the way, would have thoroughly approved of the Kaiser's methods in Belgium, Servia, Armenia, and northern France, is allowed to introduce scene after scene with some boastful declaration of what America has done or will do, or with some meaningless and vulgar sneer at the courage of our foes, as when we see two or three of our soldiers sharpening their bayonets, and the publicity man says, 'The *Boche* is afraid of cold steel.'

"Germany stands before the world to-day proved to lack many things. None but fools can question her courage.

"The worst sin against all good taste surely came at the close, when the modest American gentleman commanding our Army in France, an Army that comprises our dearest and our best, but an Army that in its personnel, its command, and its staff organization, has as yet had no chance to submit itself as a whole to the rude test of battle, is featured as 'Victorious Pershing.'

"In the audience on Tuesday night were men who had seen war, English, French, Canadian officers. I wonder what they thought as one after another of these vulgar and boastful insets were laid on the screen. I know how I felt, and how many others felt, and more still, I know how our boys in France that night would feel, had they seen what we all saw.

"We are not a nation of braggarts and cads, and there is an element in these films which grossly misrepresents the best and finest spirit in the American people and in the American Army."

Our distance from the scenes of conflict perhaps leads to such exaggerations to keep up our fervor. We shall not need them when we come to deal with the future terrible realities. Our men "over there" have sometimes to turn red and apologize for our lack of temperance and balance. In an entirely enthusiastic and generous account of our efforts in France by the well-known Canadian writer, Mr. F. A. McKenzie, in the London *Daily Mail* we come upon this, which may be salutary reading:

"I examined with great interest the army aviation work. American fliers express great disgust at their countrymen who boasted last autumn about what American airmen would do, making impossible claims, and raising false hopes whose failure was inevitable. 'Believe us,' they told me, 'it wasn't real airmen who talked in that way. The fools who said we would have 20,000 aeroplanes in France this spring imagined planes could be turned out like Ford cars. We know better.'"

REPUDIATING FALSE TEACHERS

FOR NEARLY A HUNDRED YEARS America has lived under a delusion created by Germany that the Teutonic Empire is the best guide, councilor, and friend in matters of education and scholarship as well as industry. Our subjection, as James L. McConaughy shows in *The Educational Review* (May), began in 1835 and continued in spite of the fact that such perspicacious reformers in education as Horace Mann refused to see the German system as flawless. That we have given so long a trial to Germany's "*Kultural*" system seems to dispose of the possibility of accusing Prof. George Trumbull Ladd, who also writes on the theme, of prejudice in his "argument for ostracism" against Germany, tho the war may give impetus to his indictment. Mr. McConaughy declares that it "seems fair to-day to indict Germany for many of the educational ills from which we are now suffering." He avers that "blind imitation has given us a system of State control of education which leaves no power at all to the national Government, an elementary school system which is as yet only partially related to higher education, and the normal school, which, until recently, has given few indications of measuring up to what we should expect of it." The "aping" of Germany may be seen in our higher institutions also, he declares, with the result that our willing subjection has brought us little good. Mention is made of "the pernicious type of Ph.D. scholarship, too often resulting in useless research and soulless teaching; the insertion of a four-year college course between high school and professional training; the lecture method of instruction, so wasteful of energy of both students and teachers." If our educators now recognize that the machinery of our training has been so long wrong from a blindness caused by the illusions of German "efficiency," other reactions, such as Professor Ladd points out in the New York *Times Magazine*, are intensified when one dwells on the moral basis of this efficiency. "The most deadly immorality of the German nation to-day," he maintains, "is still their theory of morality"—and this theory is that "what is conceived of as good for the interests of Germany to plan and to do is morally right." Whatever the outcome of the war, he asserts that "the feelings of an outraged world against Germany, as set forth in deeds and fortified by theory, ought to continue undiminished to the end of time." He goes on to specify:

HE DIED FOR FREEDOM AND HONOUR

"FOR FREEDOM AND HONOR."

Britain will award this plaque to the next-of-kin of all the King's forces who have fallen in the war. This design won the prize of $1,250 for Mr. E. Carter Preston, of Liverpool. The name of the person commemorated will be inscribed on the raised tablet in the plaque.

"Germany has lost immeasurably, and I believe irrecoverably, among scholastic and academic circles in its reputation for education and for science and philosophy. It has been discovered that in the higher realms of science, where imagination, combined with superior reasoning powers, and freedom from all sinister motives control results, modern Germany has been inferior to Great Britain and France, and little or not at all superior to us; and that in the applied sciences of physics and chemistry, as devoted to the Government's plans for an all-conquering policy, its supremacy has been simply due to the fact that the Government commandeered these forces to such ends in its own behalf. Since the British, French, and American men of science got going in these directions they have already shown that they can equal and even outclass the Germans. When the war is over our young men will no longer flock to Germany for advanced education; nor will German books hold the same place in our graduate and professional schools; nor will the people outside, as well as within academical circles, puzzle over the vague platitudes of Eucken and other modern German writers on philosophy, as they did before the war.

"American scholars can scarcely be expected to maintain their pristine deference and respect for the freedom from prejudice and historical accuracy of Harnack and the other signers of a government-ordered manifesto issued in denial of the German atrocities in Belgium. American Assyriologists and other students of the archeology of the Near East are organizing for independence of a German-ruled Turkey in respect of permissions to excavate and make other researches in Mesopotamia and Syria and Armenia when our Government—however tardily—gets ready to do its duty to assist the other Allies to bring this rule to an end. There are plain signs, too, that we are going to forbid all teaching in German, and must limit and carefully supervise the teaching of German, as well as regulate the teaching of anything by un-American Germans, in both the private and public schools of the country. The propagandism of German ideas and ideals is to be in the future much more difficult, if not sternly represt. Yes; the prestige of Germany in science, philosophy, and scholarship is already doomed to a long period of decline, if not to the fate of extinction."

The same thing is asserted to be true in scarcely less degree of modern German literature and art. And here, we are assured, "the attitude of an outraged world against an outrageous Germany is based on no less solid grounds." Professor Ladd's article summons still other grounds for the repudiation of Germany—grounds that are not germane to the character of this department—but in considering all these "reactions of an outraged world against an outrageous Germany the points of view of fact have been pretty closely adhered to." He concludes:

"Doubtless different persons will differ somewhat widely from us when they assume the points of view of expediency or morality. And, as has already been said, there are persons, who can scarcely with justice be called definitely pro-German, who will hold that to indulge in these reactions after the war is over would be inexpedient and immoral. But let such bear in mind the nature of the German Government and the nature of the German people as at present governed. Then they may come to the conclusion that it is altogether best for the world and for the German people themselves that a world so outraged by a war so outrageously initiated and conducted should inflict grievous punishment on the guilty. At least, that is the contention of the writer of this article; and he bases it on grounds of morality and religion."

RELIGION-AND-SOCIAL-SERVICE

NEUTRALITY OF THE CATHOLIC CHURCH

CARDINAL FARLEY has quite plainly shown his hand in regard to Sinn-Fein agitations in New York. The press report him as sending a message to the Rev. Peter E. Magennis, who has presided at Sinn-Fein meetings in Madison Square Garden and in Carnegie Hall, telling him that he will not be permitted to remain in the Archdiocese of New York if he continues to preside at such meetings. Father Magennis is a member of the Carmelite Order, it is explained, and as such does not belong to the diocesan clergy of New York. Cardinal Farley, however, as the local Bishop, has control of his public activities. Such an action by the New York Cardinal seems to indicate that no member of the Catholic clergy in New York will be permitted to take action similar to the clergy of Ireland, who are charged with being the leaders in the recent opposition to Irish conscription. "The whole Catholic hierarchy and priesthood [in Ireland] are solidly united against conscription," writes James P. O'Connor to the New York *World*. He goes on to insist, however, that "there is no religious question involved in it at all," the purpose exclusively being "to save the Irish race from extermination." He points out, too, that before the question of conscription arose "most of the great Catholic hierarchs of Ireland . . . were sympathetic with the Allied cause." This point is not, however, granted by the Rev. R. J. Campbell, of the Church of England, who, as reported by the London *Times*, preached in St. Paul's Cathedral a sermon which saw the issue as one involving the entire Roman Catholic hierarchy. He says:

> "There is not a single man in this island who desires to withhold from the inhabitants of the sister country the liberties that they enjoy themselves and are fighting to protect; but the war that has been forced upon us is no more our war than it is Ireland's war. It is humanity's war, and how then can self-respecting Irishmen be content to stand aside? With the entry of America into the war the last shred of justification for abstaining from the conflict disappears, and American public opinion will show no sympathy with any who refuse to take their proper share in a struggle in which there can be no neutrals. Depleted Irish regiments of glorious fame are being filled up by men of English or Scottish birth. Is this creditable or even tolerable?
>
> "We do not want to be compelled to believe that the Church of Rome all over the world is working against us, yet so it would appear. In Italy, Australia, Canada, and now Ireland, the story is the same. The Church that had not one word to say in denunciation of the rape of Belgium is now gratuitously interfering in an issue which has nothing to do with the free exercise of her spiritual privileges. If her reason for thus acting is her dislike of all war, she might have shown it sooner, and in Germany; but she has never hampered Germany, and always her operations have told against the Allies. The Roman Church throughout the British Empire enjoys the same liberty as all other religious bodies, a liberty she herself was not accustomed to accord to others where she had the power. We do not want to feel that it is being abused. Roman Catholics in England are sincere patriots and devoted heart and soul to their country's cause. Can they bring no influence to bear on their coreligionists in other parts of the Empire?"

But an Irish correspondent to the Manchester *Guardian* declares that there is "no greater mistake than to attribute, as some Englishmen are doing, the action of the bishops to international or papal influences." He goes on:

> "Roman Catholicism in Ireland is popular and democratic, and the bishops have always followed rather than led in times of national crises. As a whole, they take, like their people, their religion, not their politics, from Rome. One may recall in this connection the fate of papal intervention during the Land League.
>
> "But, altho the bishops acted unitedly in their pronouncement against conscription, this is not to say that every bishop precisely agrees with every other bishop in opinion and feeling on public affairs. Some are strong Nationalists, even to the point of Sinn Fein; others of them abstain from politics as far as possible. A few are Conservatives who entertain, secretly it may be, grave apprehensions of Home Rule. But these last have never been dominant in the councils of Maynooth, and the theory that the opposition to conscription is a 'Roman' plot against Home Rule deserves no serious consideration.
>
> "Cardinal Logue, I understand, would have preferred that the anticonscription manifesto had been couched in more moderate language. It is worth noting, moreover, that the more cosmopolitan of the Irish bishops and priests, those of Continental education and associations, have been hitherto very strong in their support of the Allied cause and of Irish recruiting."

The Indiana Catholic and Record vehemently asserts that "the bigots are doing their darndest to create the impression that the Pope is prejudiced against the Allies, notwithstanding the fact that Italian and French Catholics, to mention no others, are, to every man and woman, devoting their lives and fortunes to the Allied cause." It takes a contemporary to task:

> "The editor of New York *Life*, who is more or less bigoted, wants to know in the last number why the Holy Father does not intervene against the Irish, Australian, and French-Canadian bishops. What a roar would ascend to the high heavens if the Pope did interfere with internal political conditions of the countries mentioned. The Pope leaves the clergy and the faithful entirely free in political affairs. Irishmen have a perfect right to struggle for justice, liberty, and the rebirth of their nation. If Australians fear depopulation and an influx of Orientals, it is their business to object to conscription. In Canada racial and language questions are at the bottom of the trouble.
>
> "Altho *Life* admits that the Catholics of the United States are loyally and heartily for the war and have as good—if not a better—record as anybody, still there is a sneaking insinuation against the head of the Church. The only way for Catholics to overcome ignorant prejudice and bigotry is to take a leaf out of the enemy's book, and likewise educate, agitate, and organize."

The Sacred Heart Review (Boston) also has a squint at "inconsistent scribes":

> "Some of the very newspapers which now expect the Holy See to interfere in the Irish trouble have repeatedly warned the Vatican against meddling in international affairs, says *The Catholic Tribune*. They vilified and twisted its good offices in behalf of mankind in general, but now he should, like an errand boy, do their bidding. One day they would ignore or destroy the moral prestige and power of the Holy See; the next they would have it serve special national interests. They remind one of the boy who would like to eat his pie and still have it."

As a result of the action of Catholic priests and prelates of Ireland, Australia, and Quebec, which seems to it to constitute a "concert," the London *Morning Post* emphasizes the attitude of English and French Catholics, implying, as it thinks, some prophetic elements:

> "We rejoice to see that the Council of the Catholic Union of Great Britain is protesting vigorously against the action of the Irish bishops. . . . Our English Catholics express their 'deepest regret' at the action of the Irish bishops. They warn them that their movement is in disobedience to the law. They remind them that it is just and right that the people of every part of the Empire should take their share in the defense of the Empire and the liberties of mankind against a cruel and unscrupulous enemy; they protest against the interference by ecclesiastical

authority in questions purely temporal and political, and they dissociate themselves with the movement as dangerous and disloyal. We are interested also to note that the Union has forwarded these resolutions to the Cardinal Secretary of State for submission to the Pope. His Holiness and the Vatican can hardly fail to be aware that their attitude in this war has aroused deep suspicion and resentment not only among those of other branches of the Christian Church but in the breasts also of many who look to Rome for spiritual guidance. The silence of the Church upon the issue of right and wrong in Germany's assault upon the peace of Europe and the cruel outrages with which this assault was attended, the treatment of Cardinal Mercier by the Father, to whom he might have looked for consolation and support, the coincidence between the papal note and Germany's interest at the time it was issued—these and other incidents aroused a feeling among Catholics akin to the national resentment in England before the Reformation. Nor would we be surprized to see among the Roman Catholics of France an irresistible movement for the foundation of a Gallican Church similar in national independence and sentiment to the Church of England as one of the results of this war."

RELIGIOUS UNITY IN THE ARMY

THE UNITY which the churches have struggled over in vain is swiftly accomplished in the Army, and the integrity of denominational differences seems to suffer no shock. The New York *Evening Mail* gives a comment on a recent instance which took place at Camp Upton. The new colors of the 304th Field Artillery were blessed by a bishop of the Protestant Episcopal Church, a vicar-general of the Roman Catholic Church, and a clergyman of the Jewish Church. The editorial goes on:

"That event brought out in visualized form the unity of the American people, the harmony of the churches, and the force of our common belief in the justice of our cause. Before we entered the war the cooperation of clergymen of these three denominations in a joint religious observance would have been well-nigh inconceivable. The appeal to a united national sentiment in a great cause has brought the churches together as never before.

"The ceremony at Camp Upton is only the outward symbol of an important and growing fact in our new religious life. In cantonments throughout the country there are chapels in which Protestant, Catholic, and Jewish services are carried on at various times; where Protestant, Catholic, and Jewish soldiers worship God in accordance with their respective convictions.

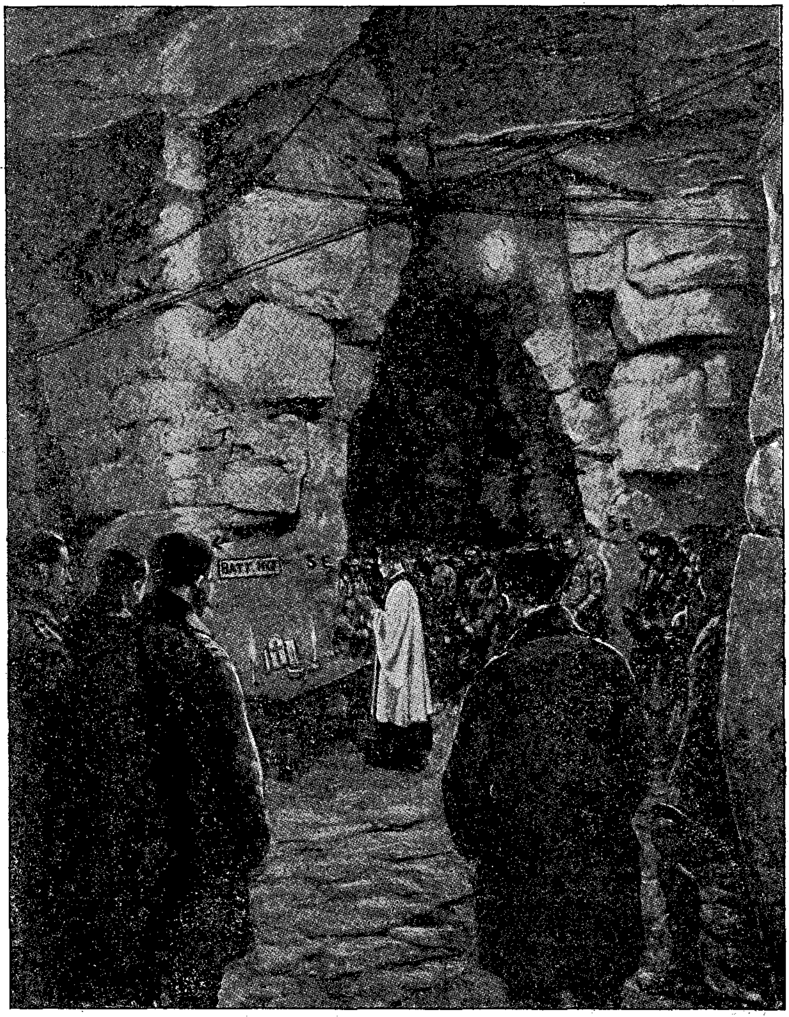
"This community of religious life, established by the exceptional conditions of war, is bound to exert an effect upon the country after the war. It is bound to soften denominational lines, promote the common cause of religious morality, and hasten the realization of the splendid ideal of the brotherhood of man."

Similar testimony is given by *The Illustrated London News*, from which we take an illustration and comment:

"Religion at the front is reduced to its simplest terms, and its rites are performed often in strange places. Here we see a British Army chaplain celebrating Holy Communion in a cavern of some chalk quarries. The men are in the background beyond and to the right of the '*padre*' at the altar; in the foreground is a group of officers. An instance of the broad-mindedness among denominations at the front has been given. It was stated that a Baptist minister once played the organ at midnight mass for a Roman Catholic priest, and lent his room for hearing confessions. Some while ago army chaplains on service numbered—1,037 Church of England; 518 Roman Catholic; 196 Presbyterian; 161 United Board; 157 Wesleyans; 7 Jewish; and 6 Welsh Calvinist—excluding chaplains of the Overseas forces and Indian Army."

OUR NEGLECT OF PRAYER FOR VICTORY

WHEN WE MADE DECORATION DAY a day of intercession as well, at President Wilson's suggestion, we only fell in line with our allies in Europe, whose leaders have given evidence of their belief in the power of prayer. England is exhorted to a stricter "spiritual discipline" by Mr. John Oxenham, the novelist, who sees that "something more than even mental, moral, and bodily discipline is needed if we are to win what we set out to win in this war." While the Government calls upon all its people to put themselves and all they possess at the disposal of the state "for its salvation in this time of need," Mr. Oxenham, in the London *Daily Chronicle*, reminds the British public that "there are Higher Powers still, only waiting to be called upon for the help that is so sorely needed to assure the speedy and final triumph of right over wrong." He concedes for the generality that at heart all this is well known, but he points out what may probably have a wider application than to the immediate public he is addressing when he says that "we are a careless, free-and-easy, self-willed lot, and we have wandered our own primrose ways so long that we find it not easy to get back to the solid bed-rock path, tho we recognize that it is a safer road to travel." Still more, so he shows, do the "great leaders on land and sea know and feel it":



From "The Illustrated London News." Drawn by A. Forestier from material supplied by an eye-witness. Drawing copyrighted in the United States and Canada.

CHRISTIAN UNITY AT THE FRONT.

A rough-hewn temple of Nature's architecture furnishes a place for service for men of all creeds, with observance reduced to its simplest terms.

"It is on record that when the triumphant German hosts were sweeping on Paris in 1914, and suddenly swerved and gave it up, Lord Roberts was sitting with Lord Kitchener when the telegram announcing their unlooked-for retreat was handed in. Lord

Roberts, a firm believer in prayer, exclaimed, 'Only God Almighty could have done this.' 'Somebody must have been praying,' said Lord Kitchener.

"Neither of them mawkish or canting men, if you please.

"And a day or two ago I cut from a daily newspaper—not given to dilating on such matters and inserted simply as interesting items of news on two different pages—the following: 'Victory Depends on Prayer—General Sir W. Robertson, in a letter regarding the Intercession service at Queen's Hall on May 7, says, "It is only when the whole Empire unites in prayer as well as in work that we can look forward with confidence to a successful conclusion to this tragic war and to a just and righteous peace."' Weighty words from such a man!

"The second paragraph runs: 'General Foch and Prayer—A Frenchman who knows General Foch tells me that he is an ardent believer in the power of prayer. "We shall be saved by it," he says, "and it will not be the first time in this deadly struggle."'

"I believe I am right in saying that Lord Jellicoe, Sir David Beatty, and Sir Douglas Haig hold firmly by that belief also.

"All these are men whose very names carry weight with us all. It is worth our while to give heed to them. The knowledge that the whole nation was doing so would quadruple their confidence and that of every man in the fighting lines on land and sea.

"I remember an old story of a particularly disreputable sailorman who, when his ship was in the last extremity and all the rest were laboring hard to save her, suddenly fell on his knees and began praying. And the captain, finding him at it, kicked him back to duty with a scornful, 'Keep your prayers for fine weather!'

"Foul-weather prayers, evoked only by an acute sense of danger, can not count for much. And formal Intercession services do not seem to me likely to be of much greater avail.

"Unless the nation's prayers for deliverance from peril come spontaneously from hearts earnestly desirous of alining themselves with God—of cleansing themselves of the old concretions that have clogged them like the barnacles on a ship's bottom—of substituting new guiding lamps for the old misleading will-o'-the-wisps—of casting aside the false gods we have followed and turning stedfastly to the True—they are not likely to serve.

"It is no good asking God to fight on our side unless we first make our side fit for him to fight on.

"As a nation, we have a terrible amount of leeway to make up. Are we as a nation making any real effort thereto? Until we genuinely do so our tribulation may have to go on."

ANOTHER EXPERIMENT WITH LEONARDO'S "LAST SUPPER"

THAT JESUS CHRIST is apt to be a "total stranger" to the majority of children a writer in the Catholic paper *America* (New York), Mr. John Conoley, thinks is amply proved by an article printed in our issue of April 20. It will be recalled by readers of that number that the article gave the results derived by Prof. Fred Newton Scott from submitting a reproduction of Leonardo da Vinci's "Last Supper" to a number of school-children and recording their comments. Professor Scott was not making a religious-psychological investigation, but desired to find out how well such a picture brought its real story to an untaught mind. One thought the assembly represented was "a party" and another naively observed that they had "long hair." No one identified the central figure and one little girl ventured the suggestion that it was "George Washington." This answer the Catholic writer finds "rather paralyzing"; and the "one important result" of Professor Scott's experiment he sees to be "the discovery of an appalling ignorance on the part of a number of children in 'the public schools of a large city' with regard to the life and personality of Our Lord Jesus Christ and the New-Testament personages so closely associated with him." He ventures to say that "any child of any age, in any school, would instantly have recognized Charlie Chaplin, Douglas Fairbanks, or Mary Pickford," and thinks it safe to assume that "President Wilson would have been identified without hesitation." As an offset to Professor Scott's investigation the writer began one on his own account and his results, which serve for him as an argument in favor of parochial schools, will probably be of equal interest to our readers. He writes:

"'In experimental mood,' armed with THE LITERARY DIGEST of April 20, and its small reproduction of the da Vinci 'Last Supper,' I went direct from the reading of Professor Scott's article to the cathedral parish school. I was accompanied by another priest of the diocese, who went along to record the result of our experiment. We went at once to the primary grade and explained the purpose of our visit to the Sister in charge. We took seats in the hallway, and the children were sent out to us one by one, care being taken that the children examined were kept from communicating with those yet to be questioned. There were twenty-eight pupils in the room. Of these eleven were six years old, nine were eight years old, four were seven years old, three were nine years old, and one, a Protestant child, was ten years old.

"The questions asked were: (1) What does this represent? (2) Who is this, pointing to central figure. (3) Who are these others? (4) What are they doing? (5) What is Our Lord doing? This last question was asked only when the identity of the figures had been established. The result, as compared with Professor Scott's very discouraging experience in 'the public schools of a large city,' was most consoling.

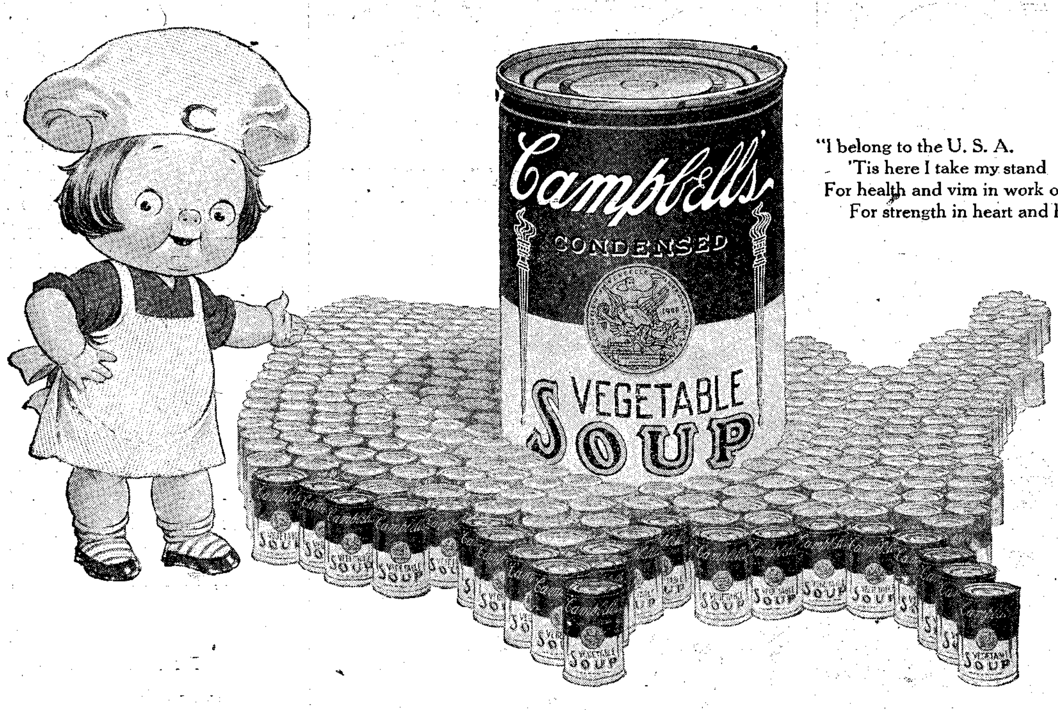
"Not one child failed to recognize the picture as a representation of Our Lord and his Apostles. Each one pointed out the figure of Christ. Two of the twenty-eight said they were 'eating,' but gave no further explanation. Twenty-six said they were 'eating the Last Supper.' Twenty-one said, 'Our Lord is changing the bread and wine into his Body and Blood.' One said, 'Our Lord is making the Blessed Sacrament.' Another said 'Our Lord is giving the Apostles Holy Communion.' One boy, aged eight, attempted to quote from memory the words of institution, saying: 'Jesus took bread and gave it to his disciples, and said, This is My Body. And then he took the chalice and said, This is My Blood.' One little girl aged seven said it was 'a picture of the Last Supper on Holy Thursday.' Eight children failed to recognize the Apostles individually. Twenty pointed out St. John, and fifteen identified Judas. The important point is this: Not one child failed to grasp the religious significance of the picture. Only two failed to realize what was being done. Every child in the room was able to recognize the figure of Jesus Christ."

The investigator in this second case has no doubt of the fact that the children instantly grasped "Leonardo's Message," and he offers the contrasting experiment for its implied lesson:

"Possibly Professor Scott would be disappointed at their failure to apprehend 'the meaning of the attitudes and gestures. . . . The animated movements of the hands, so characteristic of Italians and southern peoples generally.' But these parish-school children were neither 'mystified' nor 'misled' by these characteristics. They recognized at once the import of the picture, its religious significance, and the central figure therein, while no small percentage of them were able to go into details as to what was being done.

"It is quite possible that not one of these children has even so much as heard the name of Leonardo da Vinci mentioned. They have, perhaps, no more idea of 'the circumstances of its [the picture's] production' and 'the trend of ideas at the time when it was painted' than they have, as Professor Scott says, 'why the Pythagoreans objected to beans.' But they interpreted the picture rightly because they have been carefully and painstakingly instructed in the historical facts depicted by the artist, and have been brought to that fine point of acquaintance with the life and personality of Jesus Christ and his Apostles that will enable them to recognize him, and them, whether they be portrayed by a Leonardo da Vinci on a stretch of canvas that is one of art's heirlooms, or in the horribly crude oleograph that sells 'three for a quarter.'

"'The right interpretation' of this particular picture is indeed 'a matter of education.' Far be it from me to conclude that the system employed 'in the public schools of a large city' is inefficient, or that public schools generally are primarily intended to retard the progress of religion by excluding instruction in it from the daily program. I have my own opinion, but that is another matter. I offer, however, for serious consideration, the total failure of the younger pupils of 'the public schools of a large city' to grasp the significance of Leonardo da Vinci's 'Last Supper' as opposed to the instant recognition of the personages portrayed and the general meaning of the picture by the primary-grade children of a given parish school where religious instruction forms part of the curriculum."



"I belong to the U. S. A.
'Tis here I take my stand
For health and vim in work or play—
For strength in heart and hand!"

A National Institution

Where is the American who doesn't know about Campbell's Soups?

They belong to America like the Washington Monument belongs—or the White House or the Lincoln Highway. Their name is a familiar word in practically all American homes. Why is this so?

Because these wholesome soups meet a national need and fulfil *a national service.* You see this, for example, in

Campbell's Vegetable Soup

Here is the choice yield of fertile farms and gardens gathered at its best, daintily cooked and prepared, hermetically sealed, distributed to millions of city home tables with all its freshness and flavor, all its nourishing quality perfectly retained.

We combine in this tempting soup more than a dozen delicious vegetables beside fragrant herbs and strength-giving cereals—all blended with a rich nutritious stock made from selected beef.

No home kitchen has the facilities to produce such a perfectly balanced combination. It provides the very food elements most needed and most lacking in the average diet—elements which regulate the system and create energy and active strength.

And this invigorating soup is most convenient and economical. It involves no cooking cost for you. No labor. No waste. It is ready for your table in three minutes.

A dozen or more at a time is the practical way to order it. Then you have it always at hand.

21 kinds 12c a can

Asparagus
Beef
Bouillon
Celery
Chicken
Chicken Gumbo (Okra)
Clam Bouillon
Clam Chowder
Consommé
Julienne
Mock Turtle
Mulligatawny
Mutton
Ox Tail
Pea
Printanier
Tomato
Tomato-Okra
Vegetable
Vegetable-Beef
Vermicelli-Tomato

Campbell's SOUPS

LOOK FOR THE RED-AND-WHITE LABEL

Welch's

THE NA NAL DRINK

THAT breakfast glass of Welch's. Like a breath of October mornings. Crisp, fresh, bracing. It's a fast-growing custom to drink a small glass of Welch's as the fruit course to begin the day. How it sets you up! What an appetite it whets! It puts sparkle in your eye and spring in your step.

Welch's, the National Drink, is an aid to national efficiency. Founded on the principle of keeping heads clear instead of muddled, it raises the nation's standard of manhood by making the individual more fit.

Welch's is an energizing food as well as a thirst-quencher. Just the pure juice of Concord grapes. Not ordinary grapes, either. Extra quality Concords are demanded for Welch's and a premium price is paid for their growing.

How many ways do you know to serve Welch's? You have some delightful surprises coming when you get "Welch Ways"—the book of 99 recipes for making delicious drinks and other good things. Write for this beautifully illustrated book today. It is wholly free.

Buy Welch's in bottles, 10c and up, from your grocer, druggist or confectioner. Say "Welch's" at the soda fountain. ***Look for the store where Welch's is displayed.***

Canadian Plant: St. Catharines, Ont.

Welch's
"The National Drink"
Grape Juice
From Choicest Concord Grapes
The Welch Grape Juice Co.
Westfield, N.Y.

The Welch Grape Juice Company,
Westfield, N.Y.

CURRENT POETRY

HEROIC Servia, one of the martyr nations of the war, is to-day in a desperate plight. Her ruler is in exile with the greater part of his people, while his army faces a cruel and bitter foe upon the tiny foothold of the motherland that remains. None the less Servia sees upon the horizon the dawn of a new and brighter day. Half of her sons, ground down for centuries under the Hapsburg heel, have banded themselves together to wrest from Austria the lost lands that once belonged to the great medieval Servian Empire, and the rapid decay of the power of the Central Empires is a presage of an early victory which will restore to our ally the glories of the past. How Servia can inspire our poets is shown in the Philadelphia *Public Ledger*, where Florence Earle Coates sings:

SERVIA

By Florence Earle Coates

When the heroic deeds that mark our time
Shall, in far days to come, recorded be,
Men, much forgetting, shall remember thee,
Thou central martyr of the Monster-Crime,
Who kept thy soul clear of the ooze and slime—
The quicksands of deceit and perjury—
A living thing, unconquered still and free,
Through superhuman sacrifice sublime.

O Servia! amid thy ruins great,
Love is immortal; there's an end to hate,
Always there will be dawn, tho dark the night.
Look up, thou tragic Glory! Even now,
The thorny round that binds thy bleeding brow
Is as a crown irradiating light!

While Cammaerts, Verhaeren, and other Belgian poets are fairly well known to the American people, few know anything of the great poets of the Servian race. In the London *New Age*, Paul Selver, that genius in poetic translation, gives us some fine, if necessarily rough, but accurate examples of Servian poetry. There is, as can be seen from the examples we quote, a markedly somber undertone to all Servian poetry, and that is not surprizing when we consider the centuries of oppression under which the Servians have groaned. Light-hearted, gay verse can not be expected except from a care-free people, and for nearly six hundred years the great majority of the Servian race have been eating the bread of affliction. Small wonder, then, if we sense the grimness that heredity has made part of every Servian's endowment. Not exactly cheerful is this poem by one of the younger Servian poets who was born in 1874:

MY POETRY

By Jovan Dutchitch

Staidness of marble, coolness the shadow strews,
Thou art a still, pale maid, all pondering:
Let songs of others be as a woman, whose
Wont it is in the unclean streets to sing.

I will not bedizen thee with baubles, nor
With yellow roses bespread thy flowing hair:
Too beautiful shalt thou be for all to adore,
Too proud to live that others may think thee
fair.

Be too sorrowful with the grief that is thine,
Ever to come with solace to them that pine.
Too shamefast ever to lead the jostling throng.

Be ever placid, the while thy body holds
Not a sumptuous garment in heavy folds,
But clusters of riddling mist that hover along.

Next we have something from the pen of Voislav Ilitch—one of the greatest of the Servian poets of the nineteenth century. He died in 1894, aged thirty-two years.

THE LAST GUEST

By Voislav Ilitch

Midnight is long since past: not a soul still left in the tavern,
Save for the aged host, who, close to the chimney-side cowering,
Fingers a heavy book. Without, there is heavy stillness,
And delicate drizzle of rain and burdensome darkness lowering.

Then a tapping begins: to the tavern swiftly approaches
An uncanny guest, on his lips a smile of terrible presage:
His eyes with the hollow sockets stare round with an empty chillness,
He bears a scythe in his hands: it is Death with his icy message.

Clutching the heavy book, the host is in peaceful slumber,
When Death draws near to him softly, and silently near him lingers.
And he takes in his hand a pen from the grimy tavern table,
And sets his signature down with a twist of his lifeless fingers.

Then he turns to the corner, and out of the thin half-darkness
Direly he grins: with its fangs the tempest clumsily catches
And shakes at the darkened windows, and the heavy oaken portals,
And shrieks through the empty tavern in gloomy and horrible snatches.

Few spots in the world have such gracious beauty as the Dalmatian coast of the Adriatic—the natural seaboard of Servia. Alexander Shantitch (born 1868) thus foresees the liberation of his native province.

DALMATIAN NOCTURNE

By Alexander Shantitch

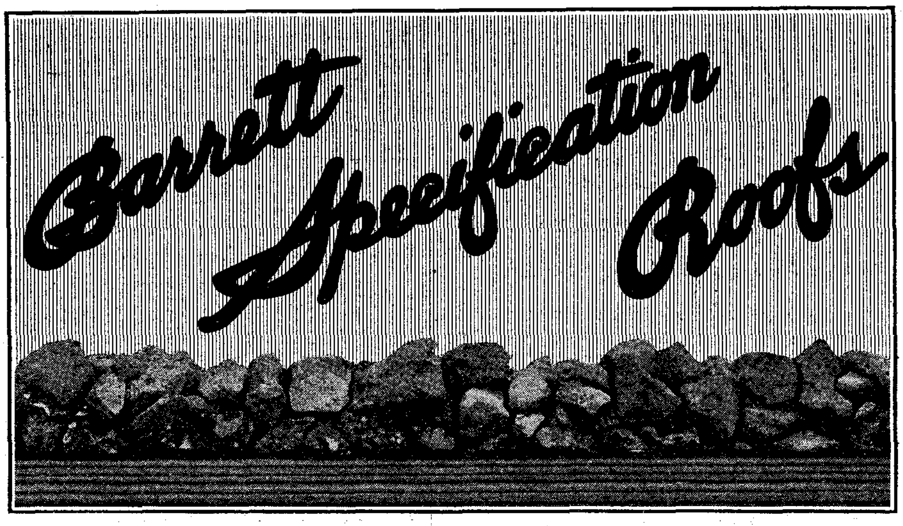
Sea bluely gleaming,
Dreaming;
Chill darkness earthward falls.
The last red glimmer
Dimmer
O'er blackened ridges crawls

And chimes are droning,
Moaning,
Trembling where rocks arise;
Prayers have ascended,
Blended
With poor men's long-drawn sighs.

Before God's altar
Falter
This wailing, haggard brood.
But ne'er is spoken
Token
By God upon His rood.

And dreams are nearer,
Clearer;
Chill darkness earthward falls.
The last red glimmer
Dimmer
O'er blackened ridges crawls.

Another of the younger choir, Milan Rakitch, who was born in 1876, gives us this picture of one of the many deserted



This is a photograph of a cross-section cut from Barrett Specification Roof on the National Aniline & Chemical Company, Buffalo.

Above photo shows why we dare *Guarantee* Barrett Specification Roofs for 20 Years—

Above is a photograph of a cross-section cut from a Barrett Specification Roof.

Note its great thickness.

Note the five alternating layers of Specification Pitch and Felt Waterproofing.

Note the heavy wearing-surface of Slag bound with Pitch.

No other type of roofing approaches a Barrett Specification Roof in the amount of protective waterproofing material used in its construction.

The weight of this waterproofing material is about 250 lbs. to 100 sq. ft., compared with 175 to 100 lbs. used in other types of roofs.

The wonder is *not* that we dare guarantee such a roof for twenty years, but that some people still buy light-weight, poorly constructed roofs and expect them to give long and satisfactory service.

Lower Cost per Year of Service

The buyer naturally asks, "Do such roofs cost more than others?"

Our answer is, *"No, they do not."*

The experience of many years has proved that Barrett Specification Roofs *cost less per year of service* than any other kind.

It is because they give such long service at such low cost that this type of roofing now covers most of the permanent structures of the country.

It is because of these facts that leading architects, engineers, and roofing contractors everywhere are cooperating with us in the better-roofs movement, and why large construction companies like the Turner Construction Company, the Fuller Construction Company, the Austin Company, and many others, are strong for Barrett Specification Roofs.

Copy of The Barrett 20-Year Specification, with roofing diagrams, free on request.

20-Year Guaranty

We now guarantee Barrett Specification Roofs to last for twenty years without cost for maintenance. No charge for the guaranty, for it gives us a chance to protect the good repute of these roofs. The guaranty is a surety bond issued by one of the largest surety companies in America, the United States Fidelity and Guaranty Company of Baltimore. It is offered on all roofs of fifty squares and over in all cities in the United States or Canada of 25,000 population and more, *and in smaller places also where our Inspection Service is available.*

New York, St. Louis, Detroit, Nashville, Chicago, Cleveland, Birmingham, Salt Lake City

The Barrett Company

Philadelphia, Cincinnati, Kansas City, Seattle, Boston, Pittsburgh, Minneapolis, Peoria

THE BARRETT COMPANY, Limited:
Montreal Toronto Winnipeg Vancouver St. John, N. B. Halifax, N. S. Sydney, N. S.

shrines in Servia, due to Bulgarian brutality and German *Kultur:*

THE DESERTED SHRINE

By Milan Rakitch

Christ upon His cross lies in the ancient shrine.
Down His riven limbs blood leaves its clotted trace;
Dead His eyes and pale and lulled, Death's very sign;
Welded silver weaves a halo o'er His face.

Gift of old-time lords and pious populace,
Ducats on His throat, linked as a necklet, shine;
On the frame the purest silver meshes twine,
And the frame was carved by smith of Debar's race.

Thus amid the lonely church doth Christ abide,
And while gradual darkness falls on every side,
With a swarm of night-birds, on their prey intent,

In the lonely shrine, where vampires wheel around,
Christ with hands outstretched, benumbed and horror-bound,
Endlessly awaits the flock that ne'er is sent.

Svetislav Stefanovitch (born 1877) gives us this song of sublime and unconquerable hope:

THE SONG OF THE DEAD

By Svetislav Stefanovitch

We have perished, 'tis said, and now are no more. . . .
Ruthlessly time all life bears away.
Over our bones sleep the days that are o'er,
And all that is left—a mere fantom of gray.

But we wot it better, and smile at the race
Of beings that live. Man, a moment abide.
We know thou wouldst deem that thy life's fleeting space
Was lavished from heaven itself to thy side.

But lo! it was I who gave thee thy hair;
And mark thee, thine eyes, were they some time not mine?
With my lips thou the mind of a maid didst ensnare.
'Tis my youth within thee doth blossom and pine.

From us thou hast all that is much thy delight,
For thou art our fruit. With the past do not strive,
Because upon tombs thy tapers burn bright;
We are not in the tomb—we are in thee, alive.

Each step that thou takest, beside thee we stay;
And behind thee, as true as thy shadow we throng.
While with space and with time thou waging the fray,
Unnumbered to conquest we bear thee along.

One branch of the unredeemed Servians speaks a somewhat different tongue—the Slovene—and from the "Sonnets of Unhappiness" by the greatest of the modern Slovene poets, France Preshern (1800–1849), this somewhat grim example is selected:

Life is a jail, and time grim warder there,
Sorrow the bride made young for him each day;
Wo and despair faithfully serve his sway,
And rue, his watcher with unwearied care.

Sweet death, O do not overlong forbear,
Thou key, thou portal, thou entrancing way
That guideth us from places of dismay
Yonder where molder knows the gyves we wear.

Yonder where ranges no pursuing foe,
Yonder where we elude their evil plot,
Yonder where man is rid of every wo.

Yonder, where bedded in a murky grot,
Sleeps whoso lays him there to sleep below,
That the shrill din of griefs awakes him not

REVIEWS OF NEW BOOKS

In deference to some hundreds of requests from subscribers in many parts of the country, we have decided to act as purchasing agents for any books reviewed in The Literary Digest. *Orders for such books will hereafter be promptly filled on receipt of the purchase price, with the postage added, when required. Orders should be addrest to Funk & Wagnalls Company, 354-360 Fourth Ave., New York City.*

MACKINAC, ITS HISTORY, LEGENDS, AND CHARM

Wood, Edwin O. (LL.D.). Historic Mackinac. The Historical, Picturesque, and Legendary Features of the Mackinac Country. Illustrated from Sketches, Drawings, Maps, and Photographs, with an Original Map of Mackinac Island, made especially for this work. Two vols., boxes, 8vo, pp. xiv–697, xvi–773. New York: Macmillan Company. $12.50. Postage, 40 cents.

The present war has illustrated many times the meaning of "strategical points" and "pivots." Much of this character inheres historically in the island of Michilimackinac or (for short) Mackinac (pronounced Mackinaw), lying between Lakes Huron and Michigan. Upon its possession by Indians, French, British, and Americans in succession pivoted their penetration into the Canadian Northwest, the Lake region, and the Upper Mississippi Valley. The fur-bearing regions, and, later, the copper deposits to the north, were the natural perquisites of those who controlled this island. And it dominated the commercial and religious routes to "the limitless Beyond" west of the Great Lakes for nearly two centuries. Bound up with its history are such names as Nicolet, Marquette, Joilet, La Salle, Hennepin, Cadillac, Pontiac, and the first Astor. Historians like Bancroft, Schoolcraft, Parkman, and Meade Creighton Williams employed their talents in searching out and recording its history and its legends. The legends, communicated by Schoolcraft to Longfellow, went into the making of "The Song of Hiawatha." Mrs. Jameson, Bayard Taylor, and William Cullen Bryant found in its woods and shores inspiration for their productions. Indeed, so linked with historic events and developments is the island that in 1895 it was preempted by the State as "The Mackinaw Island State Park" and dedicated to public use.

The author of these two portly volumes did not live to see their publication. On the day when they appeared he died of pneumonia. He was connected with a number of historical societies, especially with the Michigan Historical Commission. A part of his work was to bring together the material which has accumulated around the "Fairy Island." Thus there was gathered an extensive library, which he has exhausted in extracting the story and has utilized in telling it. Exploration, Catholic Missions, the Indians, the settlements and fortifications, the massacre, the fur trade, the churches and parish register, the War of 1812, the visitors and their impressions and writings, the myths and legends, native names, and the botany, all receive attention here.

The first chapters involve a sketch of the earliest explorations by the French. Then is described the entrance of the English on the scene, with the result in the massacre on Mackinac, following the uprisings in Ohio and elsewhere. Then come the results of American expansion to the West. In 1815 by the treaty of Ghent the region passed under American control from the English, who had won it from the French, and from that on the history of the island is told till the present. All this is illustrated with documents and with reproductions from old prints, photographs, and the like; and a chronological table is added.

While the first volume is historical, the second may be called literary. Here come the myths and legends, and the accounts of visits by those authors who have drawn inspiration from these scenes, together with pertinent extracts. Here are also sketches of personages like Jean Nicolet and Lewis Cass.

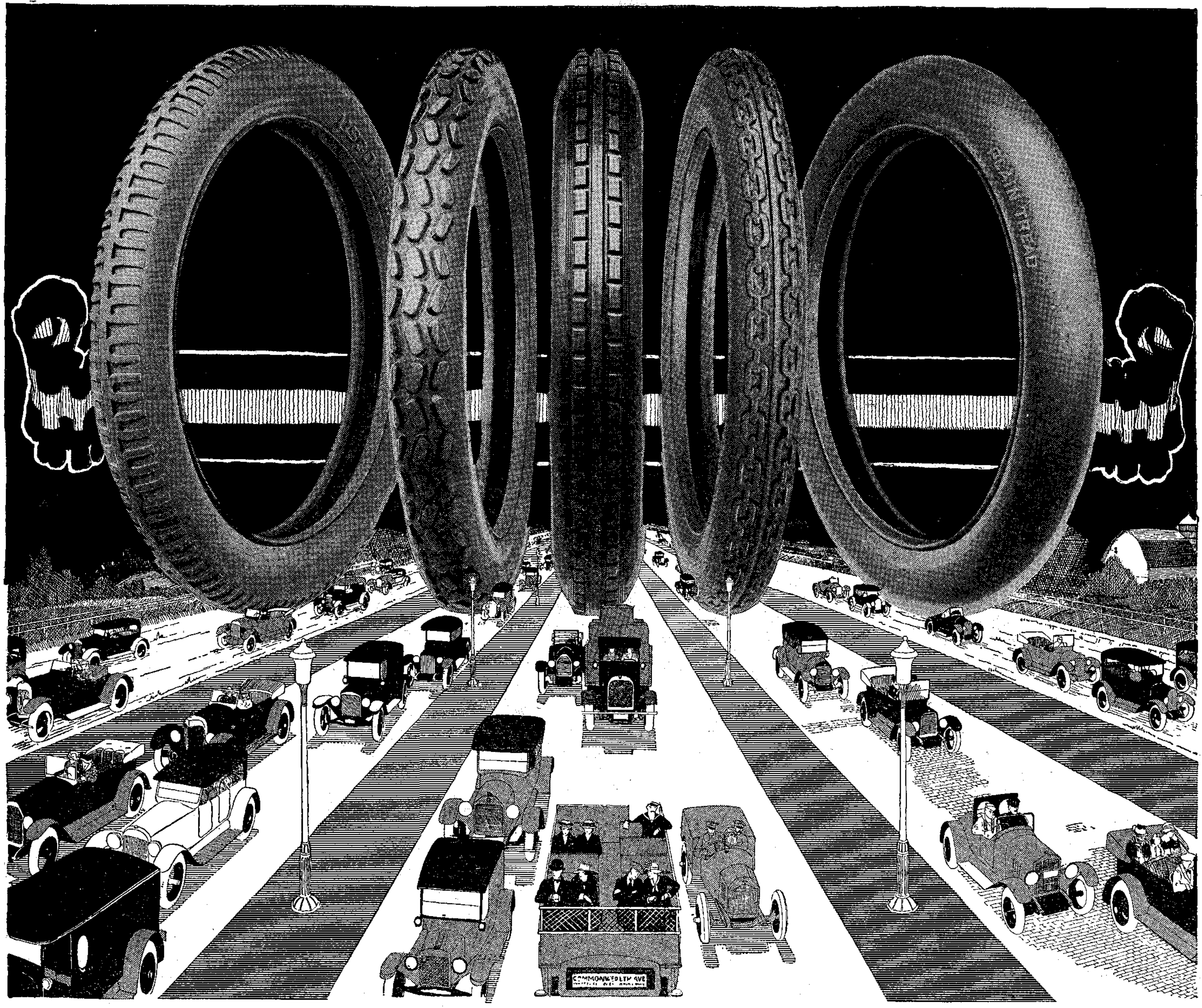
These volumes contain, therefore, a collection of material concerning one of the spots in North America that uniquely combine romance and history. Author and publishers have spared neither labor nor expense in producing the volumes. Hence they form a worthy addition to the growing materials of Americana, and are sure of a high place in that department of literature.

JOSEPH I. C. CLARKE'S BOOK ON JAPAN

Clarke, Joseph I. C. Japan at First Hand. Her Islands, Their People, the Picturesque, the Real. With Latest Facts and Figures on their War-time Trade Expansion and Commercial Outreach. 125 illustrations. New York: Dodd, Mead & Co. 8vo, pp. xxxvi–482. $2.50 net. Postage, 20 cents.

Several informing books on Japan by foreigners and Japanese have recently come to market, and we could ill do without any of them. Here is another, which can as little be spared. A writer, with rather unique literary power, opportunities of seeing things and seeing behind, with quite adequate knowledge of what has already been written, from Lowell and Hearn to the latest official report on Japanese enterprise in Korea, lives in Japan with eyes wide open and a mind unprejudiced by any glamour of mysticism and with vision undimmed by "East is East," etc., and notes his findings not in a traveler's diary, but under ordered rubrics and in a style that captivates, holds, and informs. No adequate idea can be given here of the amount, excellence, and general reliability of the information here conveyed. The expert in narrow lines may correct in some details, as when the comparative religionist discounts rightly ancestor-worship as fundamental in the religion of Japan. Ancestor-worship as a native product, reenforced by Confucianism, there is; but the real basis of popular religion is a dominant animism that includes the dead as simply one of its many classes of spirits. Hero-worship is fully as powerful a factor as that of ancestors. But in the less recondite, more obvious regions of external life, even in the spirit actuating the Japanese, the book is authoritative and appreciative.

The topics cover industries, home life, education in its curious transitions and foibles and contradictions, sports, gardens, religions and religious observances, theaters, art, travel, the geisha, journalism, government, finance, and colonies and dependencies. It takes us into Korea, Manchuria, and even into China, and shows what the Japanese have done and are doing. Then it sums up in a single chapter, "Japan at a Glance," giving the obvious and salient characteristics The



A Tire for Every Road

There are five different United States Tires.

Each is scientifically designed and built to fit a particular requirement of motoring.

Among these five you will find exactly the tires you need.

Whether your car is large and heavy, or small and light,

—whether the roads you travel are rough or smooth, hilly or level, hard or soft.

No other tire manufacturer provides so complete a line from which to choose.

No other has gone to such extremes to assure you tires that will give you utmost economy, greatest service, and keenest all 'round satisfaction.

It is both a personal and a national duty to put your tire buying on a thrift basis.

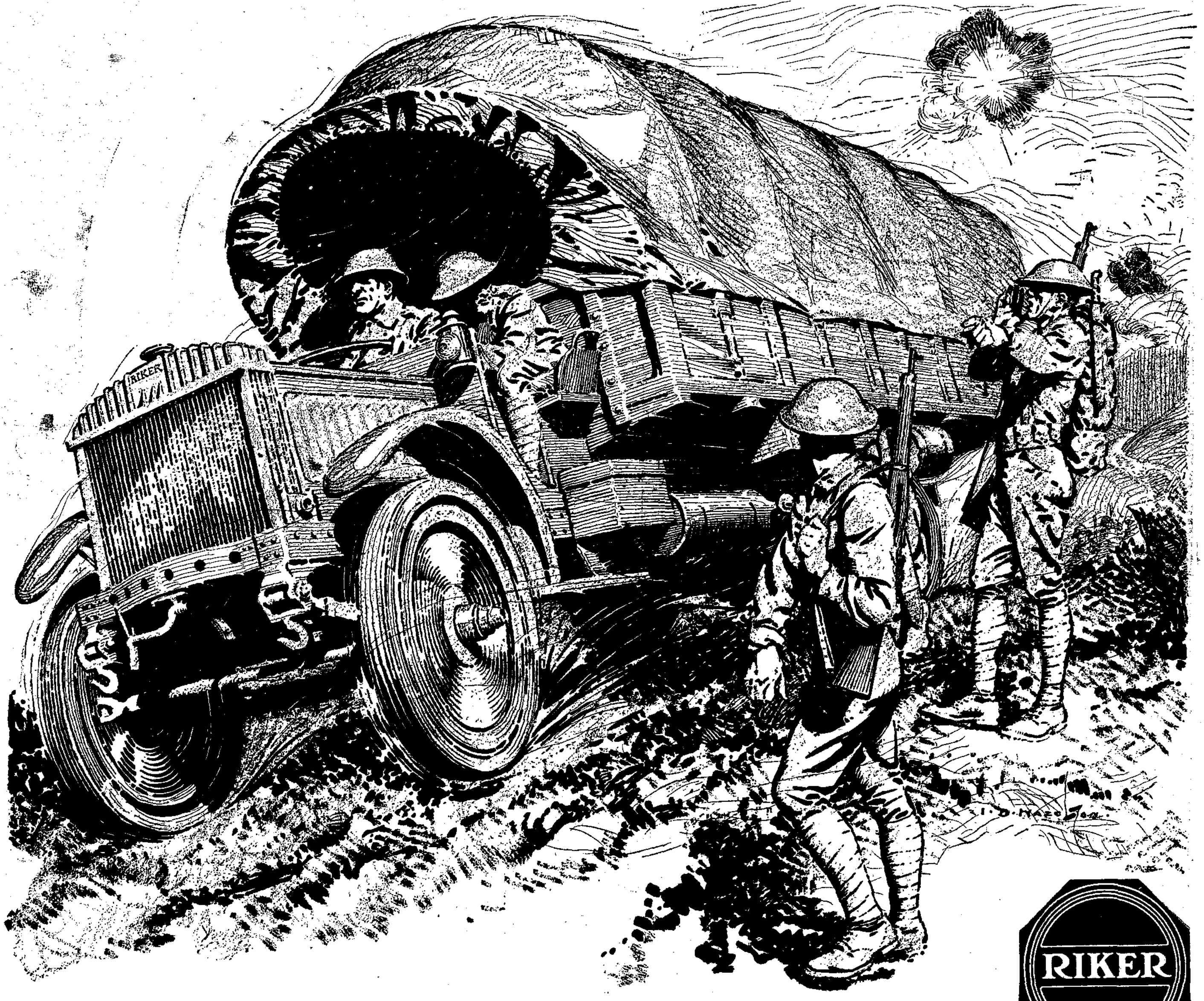
Our nearest Sales and Service Depot dealer will show you how. Ask his advice.

UNITED STATES RUBBER COMPANY US RUBBER SYSTEM AND ASSOCIATED COMPANIES

Also Tires for Motor Trucks, Motorcycles, Bicycles and Airplanes.

United States Tires are Good Tires

United States Tubes and Tire Accessories Have All the Sterling Worth and Wear that Make United States Tires Supreme



RIKER

The position among commercial vehicles occupied by the Riker Truck is due to the quality of service it delivers, whether to manufacturers, or to the Nations.

It takes the highest quality of Workmanship to produce the highest quality of Service. The Riker Worm Drive Truck is built by The Locomobile Company of America.

Delivery of three and four ton sizes is available to those to whom continuous and economical service is of prime consequence.

RIKER

Built by THE LOCOMOBILE COMPANY of America
BRIDGEPORT, CONNECTICUT

Send for Book "RIKER TRUCKS IN ACTION" wonderful devotion of people to land and dynasty, the sometimes demonic and sometimes angelic beauty of land and sea and shore, the patience and industry of the inhabitants, the developed policy and developing wealth, the ambition and pride, which mingle and make of Japan a land unique, all find expression here. And the illustrations help to make vivid what the observant sojourner perceived of a country and a people not too easy to describe.

The man hungry for knowledge of a worthy people and a strange land will find much here to satisfy his appetite.

AS TO THE WAR'S RESULTS

Bassett, John Spencer, Ph.D., LL.D. The Lost Fruits of Waterloo. Pp. 289. New York: The Macmillan Company. 1918. $1.50.

"If the world really lost the fruits of its victory over a world-conqueror at Waterloo, it is for the citizen of to-day to say in what way the lost fruits can be recovered." So remarks Professor Bassett (of Smith College, Northampton) in his preface. On the last page of his book he says:

"The 'fruits of Waterloo' were lost a century ago by a wide margin, due to the less perfect comprehension the world then had of the advantages of federated peace. If they are lost at the end of this war it will be by a smaller discrepancy. Sometime they will be secured, not because men have dreamed of them; but because, in such a case at least, dreams are but 'suppress desires.'"

This quotation fairly indicates the spirit and purpose of this book, which, as the author says in opening his eighth chapter, "is an appeal to the reason of men on each side of the controversy." He is not a pacifist, he insists; he wants this war to go on until a permanent peace is possible; and he believes that—

"If the war should result in the thorough defeat of the present régime in Germany, followed by the creation of a world federation into which Germany should be forced to come, with her pride so reduced that she could be kept obedient to the federation until the virus of world-power should get out of her system, the world would have passed a milestone in civilization, and for our part in it future generations would thank us to the end of time."

The first question we should ask ourselves, in his opinion, is:

"What are we to do with the Germans? How shall we punish them for what they have done to make the world miserable? My answer to that is: Let God punish them. For us it is not a question of giving the Germans their deserts, but a question of coming out of this cataclysm with a clear gain for the cause of human happiness. . . . The Lincoln spirit should guide the world at the end of the present struggle."

Before these utterances, analyzing "German Ideals and Organization," Dr. Bassett had written thus:

"Are there two Germanies, and if so, which is the true Germany? Probably the answer is that each is the real Germany manifesting herself in different moods. Fundamentally we have an intense and emotional people, swayed in one instance by artistic emotions, in another by the love of exact research for facts, in another by the feeling of domesticity, and in still another by the powerful impulse of a great national egoism. They are a people who can love much, hate much, play much, sacrifice much, and serve well when called into service. In their war-maddened mood they have stained a fair reputation, and they are now trying to think that the stain will not matter if they can only fight through to victory. But nations are like men in this, that however successful one may become personally he never gets to be so great that he can afford to carry a tarnished reputation. Let us turn to the Germany of old and see if we can not observe the process by which she came to her present state of mind. While I realize that it is absolutely necessary for the world to crush her attempt to rule Europe, I can not find it in my heart to hate her."

Admitting that Germany has not kept faith with other nations, before and after the beginning of this war—conceding that she began the war and meant that it should come long before it began—Dr. Bassett still believes that "we can try as intelligent beings to remove the war-madness permanently, making it our duty to posterity to do the best we can. Some generation must make the start," he urges, "or we shall wring our hands forever." Leagues and federations have been often proposed in the past, he tells us; and he thinks that when Germany has been beaten, at last, the time will have arrived for a world federation strong enough to insure that peace for which he pleads. "Having won the victory we desire," he says, "we should certainly not seek to destroy that which we can not replace. Live and let live, a principle which Germans have ignored in some important respects, must be recognized after the military ambition of Germany is broken, if we are to have an enduring peace." A federation of nations is his ideal for the world. He thinks it as practical as war, and far more humane, far less costly. In his arguments for it he seeks to give with candor the objections against it.

GERMANY'S IDEAS OF WAR

Willmore, J. Selden. The Great Crime and Its Moral. Pp. 323. New York: George H. Doran Company.

In this volume we have rather a compilation than an original work. More than 150 authors and newspapers are cited or referred to in it; and their testimonies are terribly conclusive. "The Great Crime" of which they furnish proof is that of Germany against civilization. In his preface Mr. Willmore says:

"It is clear that the leading men in the country, the so-called 'Intellectuals,' have, as a body, adopted the principle that Might is Right, and that it is Germany's mission to impose her will—or rather the will of one man, her Emperor and War-lord—on the whole of this planet."

The reason for this is traced back, hastily, and in the preface is thus stated:

"It is important to observe that the characteristics of the German people which have been brought so prominently to our notice of late have been associated with them throughout their history—in particular their treachery and disregard of treaties. The Roman and Greek historians never tire of alluding to this trait. But it is not only in the barbarian Germans of the Roman period that it is so marked. It appears again and again in each succeeding period. This nation has ever made it a principle only to keep a treaty when it is to its own convenience to do so, a circumstance which can not be too carefully noted by those who will have to decide by what means it will be possible to insure a lasting peace."

Beginning with Chapter V, on "Kultur and Morality," full one-half of the book is devoted to Germany's methods in waging war, to her atrocities, and to her attempted justification thereof—all these set forth in more or less detail by the witnesses cited, many of whom are German soldiers. The horribleness of it all is accounted for by the following summary of German theories, that—

"The State being above morality may declare war on any pretext, or no pretext at all, whenever it deems it to its own advantage to do so, and may, and indeed should, carry on that war without regard to any international engagements into which it had previously entered, or to the commonly accepted principles of humanity."

The closing chapters, on "Germans as They See Themselves" and "The Dangers of a Premature Peace," afford sober relief from the horrors immediately preceding and ample basis for solemn reflection. Mr. Bonar Law's conclusion will be echoed by a great host in America and across the sea:

"We shall have lost this war unless we make it certain that never again shall it be in the power of one man, or group of men, to turn the world into the charnel-house which exists to-day."

RECENT FICTION

Guiches, Gustave. Soldiers Both. Pp. 321. Translated by F. T. Cooper. New York: Frederick A. Stokes Company. $1.40. Postage, 12 cents.

Julien Farjol was a French author, stunned by his first failure out of conceit with himself and life, when he decided to go back to the country where he was born and attempt to "find himself." At this juncture in his life, when he is finding the country life and people unsatisfactory, war is declared and he hastens to join the Army. Rejected because of "rheumatism of the heart," he throws himself into the cause by assuming the work and obligations of one "Henri," husband of his little friend Zélia, of the house of Massaguel, and, in grueling labor, unaccustomed activities, and unusual experiences, he fights his way to self-expression and control through temptations of soul and body, and finally triumphs. It is a novel theme—the evolution of a new idea, glorifying the "army of substitutes," not the man who goes, but the man who remains. "The mechanic, the tradesman, the farmer, the clerk, the day-laborer, taken from their work by the call to arms, must have the assurance that they are every one of them leaving in their place a loyal and devoted substitute, the one a soldier of the advanced post, the other a soldier of the rear-guard, but soldiers both!"

Hill, Marion. The Toll of the Road. Pp. 321. New York and London: D. Appleton & Co. $1.50. Postage, 12 cents.

It will be difficult for the reader to take this story seriously, it is so unconvincing, superficial, and unsatisfactory. We shiver at the heroine's name—"Gert Hall"; we revolt at the unnatural exaggeration of Gert's introduction into theatrical life, and we feel that Terry, the commonplace fiancé is no less trying than Maurice Lorrimer, who is pictured as the irresistible matinée hero, and we might even question the author, who permits her school-teacher heroine to talk about "the most awful of the two." Tho Gert had her "hope chest" started, and their home also, she did not hesitate a moment to accept an offer to go "on the road," for which her only qualification was "two lustrous braids of raven hair." Where the author does score, if at all, is in her portrayal of theatrical experiences of the road and the necessary changes it makes in a young girl's ideals and point of view. She seems to attempt to be honest and sincere in her depiction of stage characters and the lure and fascination of this unconventional life, which is like no other,

And think how needlessly I suffered with a poor complexion before I discovered

Resinol Soap

"When my complexion was red, rough and unsightly, I was so *ashamed* that I never enjoyed myself. I imagined that people avoided me—perhaps they *did!* But the regular use of Resinol Soap—with a little Resinol Ointment just at first—has given me back my clear, healthy skin."

Try Resinol Soap a week, and you will know why you will want it the year round. The soothing, healing Resinol medication in it reduces the tendency to blotches and oiliness, soothes irritated pores, offsets the effects of neglect or improper treatment, and brings out the real beauty of the complexion, giving *Nature* the chance she needs to make red, rough skins white and soft.

This same purity, and soothing, healing medication also adapt Resinol Soap to the care of the hair, and of a baby's tender, easily-irritated skin.

Resinol Soap is not artificially colored, its rich brown being entirely due to the Resinol medication, which it contains, and which *doctors prescribe* so widely in the treatment of skin and scalp affections.

Resinol Soap is sold by all druggists and most dealers in toilet goods. For a sample cake, free, with miniature box of Resinol Ointment, write to Dept. 67-B, Resinol Chem. Co., Baltimore, Md.

The Health-Care of the Growing Child
by Louis Fischer, M.D. For the mother who would guard her child's health and understand the best treatment during illness. Postpaid, $1.37. **Funk & Wagnalls Company, N.Y.**

Tennis Taught by an Expert
in **Modern Tennis**, by P. A. Vaile. A thorough, expert description of the principles and methods used by the International champions. 48 photographs of McLoughlin, Brookes, Williams, etc., in action. *Cloth, by mail, $2.16.* **Funk & Wagnalls Company, New York.**

Turning the Spotlight on Prussian Politics

The Princess Catherine Radziwill, author of "Memories of Forty Years," "Sovereigns and Statesmen of Europe," etc., etc., has now given the world a unique account of Prussian underground diplomacy under the title

"GERMANY UNDER THREE EMPERORS"

This book makes public for the first time much new and interesting material regarding the secret ambitions of the rulers of Germany and the far-reaching intrigues of their famous minister, Prince Bismarck, in the bid for empire.

Facts from Official Sources

Records of private conversations with statesmen in various court circles, letters from highly placed dignitaries in Germany and elsewhere, governmental dispatches, and other unusual means of information have been utilized, together with a vast number of incidents stored in a particularly retentive memory, to paint this remarkable picture of backstairs politics and autocratic methods of achieving a place in the sun.

The Famous Ems Telegram

by the adroit rearranging of which the Chancellor was able to precipitate the Franco-Prussian war, is given in its original and final form, the many unscrupulous actions of the Prussian military ring from that day to this are exposed, and daylight is let in upon a host of secrets never intended for popular inspection.

Exceptional Opportunities

for obtaining information have come to the author and she has profited by them to the reader's great advantage. She shows us the seed of militarism planted, watered, growing up into a mighty tree that threatens to overshadow the world. The part played by each of the three Emperors and the Chancellor is told in a series of illuminating chapters that lay bare the story of the Prussian dream of world dominion.

The Letter to Count Andrassy

written two days before Bismarck saw Emperor William I. relative to the Austro-German Treaty, in which he affirms that his master *authorized* him to arrange it, with other astonishing statements of a similar character, is given in full for the information of the public.

Royal 8vo, bound in purple cloth with gold lettering, 390 pages, with 8 full-page portraits. $4.00; by mail, $4.17

FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, New York City

but she fails to make even one lovable character. It is an irritating story.

Widdemer, Margaret. Winona's War Farm. Pp. 252. Philadelphia and London: J. B. Lippincott Company. $1.25. Postage, 12 cents.

This is a new volume in the "Camp Fire Series," in which the young people's favorite, Winona of Camp Karonya, again makes her appearance, and all will be interested in her new activities. This time the Camp-Fire girls combine forces with the Boy Scouts and the younger society of "Blue Birds" and do their bit in war-work by developing a farm, raising vegetables, making butter and cheese, and preserving and canning everything available. The accomplishments of these young people are wonderful and the description of their finding the farm and purchasing supplies makes interesting and exciting reading. They harrow, plant, harvest, and can, making fun out of work and not lacking adventure and excitement. German spies try to steal their horses and blow up a near-by munition-factory, but are foiled and thwarted in both cases by the alert young scouts and maidens. It is a book of wholesome, cheerful spirit, delightful for young people.

Findlay, Hugh, B. S. A. Practical Gardening. Pp. 388. New York: D. Appleton & Co. $2. Postage, 14 cents.

The Government has advised every one to "start a garden," to utilize back yards, open spaces, and community centers, and this is the most helpful book imaginable for one who desires to follow that advice. It is written for the "back-yard gardener" of no experience, and contains every bit of necessary knowledge, from the choosing of seed to the reaping of harvests. The author writes easily, more like a story-teller than a text-book writer, and gives complete details of what to plant, when, where, and how, considering all the common and some of the uncommon vegetables.

O'Reilly, Maj. Edward S. Roving and Fighting: Adventures Under Four Flags. Illustrated with Photographs. New York: The Century Company. 1918. $2 net. Postage, 12 cents.

"This is in no sense a book of travel," says its author, "and makes no claim to historical value. It only lays claim to being a truthful tale of a vagabond soldier as it might be told across the camp-fire." The soldier has not served in the Allies' army; his "adventures" began on the way to Cuba, when but seventeen years old, to take part in the Spanish War; they continued in the Philippines, Japan, and China; they did not end in Chicago, five years later, when he returned with twenty-five cents to the place he had left with but fifteen. He had gone round the world; but he still had "the curse of the meandering foot," and Mexico allured him for another lustrum, where he came to know well Pancho Villa and Obregon, Zapata, and Carranza, of whom he writes with keen analysis.

Calvert, Louis. Problems of the Actor. With an Introduction by Clayton Hamilton. Pp. 275. New York: Henry Holt & Co. $1.60 net. Postage, 10 cents.

This "text-book of a craft," as Mr. Hamilton calls it in the introduction, while primarily of interest and profit for persons ambitious to succeed upon the stage, has a certain general interest for all who love the play, and may be helpful to every one who speaks in public. Its consideration of "The Voice," with direct reference to an actor's use of it, applies to speakers wherever the voice is publicly used. As, for instance: "We may say, then, that our purpose is not to speak naturally on the stage at all, but to make people think we are speaking naturally, and that this comes as the result of study and hard work."

PERSONAL GLIMPSES

LUFBERY VANQUISHED IN A BATTLE WITH HUGE GERMAN PLANE

FEARLESS and dashing in combat, but of the calmest, coolest judgment even in the most perilous moment of an air-fight, Raoul Lufbery, America's most spectacular flier, jumped to his death from his blazing airplane after an ineffectual attempt to bring down one of Germany's latest aerial monsters—which have been described by some correspondents as "flying tanks."

The huge Teuton plane appeared back of the American sector near Toul, and two American machines at once took the air to give it combat. Two others immediately followed, but altho their machine guns sprayed the huge armored machine with a deadly fire the German machine loafed along as unconcernedly as if it were a Newfoundland dog with a pack of spaniels snapping at its heels.

Lufbery, according to the news dispatches, witnessed the engagement from the ground, and finally one of the American combatants descended, out of ammunition, and reported that it appeared to be impossible to damage the German plane. It was then that Lufbery asked for and obtained permission to engage the German. He took the air and at once mounted above the enemy plane and swept down upon the dragon of the air. His machine gun is supposed to have become jammed, for when nearly upon the German he swerved off, but he was back again in a moment and flashed by the Hun, his machine gun barking. But still the German plane lumbered on, unhurt. Again Lufbery returned to the attack, when suddenly a line of flame burst from his machine, which hung for a moment in the air and then plunged toward the ground.

Lufbery was face to face with death. He knew he could not escape it. To remain in the machine meant incineration; to jump meant that he would be crusht in the fall. Even in this last moment of peril Lufbery's nerve did not desert him. At least he could choose the method of his death. He preferred to jump. The horrified watchers below saw him rise in his blazing machine, and leap calmly into midair, two thousand feet above the earth!

They found him in the garden back of a house in the village. The peasant who was first to reach his body almost buried the gallant air-fighter in the flowers among which he had fallen.

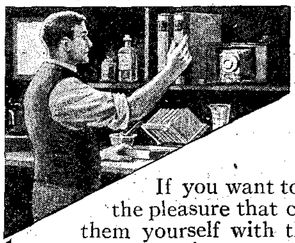
A brief sketch of the adventurous career of Raoul Lufbery was printed in THE DIGEST of November 3, 1917, but only Lufbery himself could have told the complete story of his life, and Lufbery would never talk about himself to strangers. His brother Charles had not seen him since he left his home in Wallingford, Conn., ten years ago, and yet Charles served in the French Army from July 10, 1915, until

TIFFANY & CO.

JEWELRY AND SILVERWARE
OF MERIT, UTILITY AND VALUE

THE MAIL SERVICE OFFERS FACILITIES
TO THOSE WHO CANNOT CALL

FIFTH AVENUE & 37TH STREET
NEW YORK



***American Photography* says: "The entire photographic fraternity owes thanks to the author of this work."**

Successful Photography

If you want to experience the fascination of *successful* photography—know the pleasure that comes from taking good pictures and developing and printing them yourself with the greatest success, let this practical and helpful work be your guide and instructor.

CASSELL'S CYCLOPEDIA OF PHOTOGRAPHY

In Two Handsome Three-Quarter Leather Volumes

A priceless help for the amateur camera-enthusiast or the professional photographer. Anything and everything you want to know about this subject you can find instantly in these volumes. They cover the entire field of photographic knowledge with 2500 descriptive articles, 454 explanatory drawings and diagrams, and many full-page plates. This work explains the "how" and "why" of practical photography.

PRACTICAL FUNDAMENTALS

It explains the management of all chemicals—tank work—fixing solutions—developing—printing—managing light conditions getting correct exposure, backgrounds, etc. It describes the best methods for flashlight work—night photography—portraiture—group pictures—architectural photography—photographing animals, plants, the heavens, etc. It informs you on the expert details of using shutters, lenses, etc.—changing photographs to line drawings—etc. And it covers all other branches of this great subject.

FASCINATING EXPERIMENTS

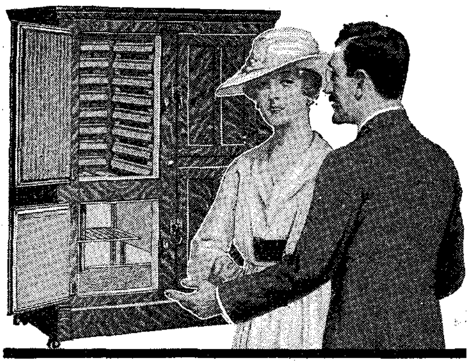
To all its practical and necessary information, this work adds hundreds of fascinating descriptions of such things as double exposures—piecing negatives—automatic photography—photographing fires, fireworks, clouds, fish, etc.—photography with microscope, mirror, kites and balloons, etc.—night photography—and many other tricks, experiments, and freaks of photography that afford so much interest and entertainment.

This great work is written by leading experts and specialists in the photographic world and it is an authority upon which you can depend.

"There is no photographic topic on which we have had occasion to consult the Cyclopedia on which we have not found valuable and thorough information."—*American Photography*.

Bound in two handsome volumes, three-quarter leather, profusely illustrated. Price $7.50, postpaid

FUNK & WAGNALLS COMPANY - 354-360 Fourth Avenue, New York

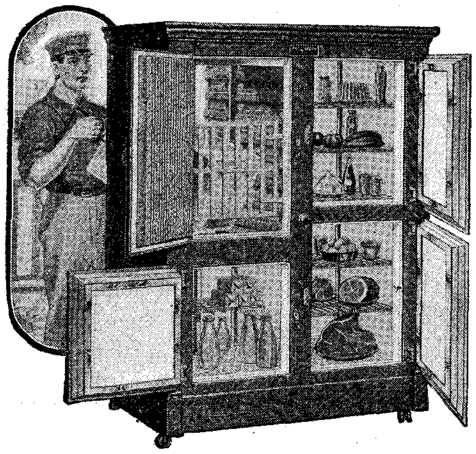


It Pays to Buy a McCRAY

Three times a day—for 365 days every year—in the preparation of 1095 meals—breakfast, lunch and dinner—you use your refrigerator—more than anything else in your home.

The appetizing flavor and healthfulness of the foods you serve, depend absolutely upon the refrigerator you use.

More than that — a McCRAY Refrigerator will save the difference in its cost over a cheaper refrigerator many times over by its economy—preventing waste, spoilage and tainting of perishable foods.



McCRAY

Sanitary Refrigerators

have exclusive sanitary features not found in the ordinary refrigerator—the linings are of snow white opal glass; with rounded corners, easily kept spotlessly clean and sanitary. There are no cracks or crevices for germs to multiply.

The sanitary bar metal shelves and the drain pipe are removable for cleaning. The drain trap is water sealed—preventing dust, poisonous gases, etc., from entering the refrigerator. The entire interior can easily be kept sweet and clean — free from the slightest trace of taint or odor.

Let us send you our catalog which illustrates and describes a great variety of stock sizes for every requirement — priced from $40.00 up. Special sizes are built to order for particular requirements or to match the interior finish. Any McCRAY can be arranged for outside icing. Write for catalog NOW—before you forget.

No. 93 for Residences
No. 62 for Meat Markets
No. 71 for Grocers and Delicatessens
No. 51 for Hotels, Clubs and Restaurants

McCRAY Refrigerator Co.
824 Lake Street Kendallville, Ind.
Salesrooms in All Principal Cities

he was discharged in 1917, and once he was within fifteen miles of where his brother was then stationed. A writer in the New York *Sun* had no difficulty in getting Charles to talk about his brother with affectionate pride. Raoul was alive then, but, strangely enough, the story was printed on May 19, the day that Lufbery climbed into the ether to fight his last battle among the clouds. The *Sun* reporter wrote:

> "We were never surprized at anything Raoul ever did, and sometimes," Charles said, "when we were alone he was as good as a story-book. But you could not get him to talk if there was company. He was always ready to risk everything, and the moment's joy was all he wanted from it. Ah, he is splendid for an army! He could dress wounds or cook or comfort the wounded, and do all those simple things which so few know how to do at all. He *ought to know them.* He has *made* his living so ever since he was fifteen.
>
> "You know when he thought he might come home they talked of giving him a great banquet. Well, Gerve" (so they call him), "if he should hear of such an intention beforehand would slip home *incognito.* He wouldn't know what to do with a banquet.
>
> "He was never the one to be popular with girls, or men, either. He liked to be alone, and sometimes he would sit looking and say nothing."
>
> Charles said that in Paris he had seen aviators splendid in their decorations and uniforms, the most admired men in the hotels. But Raoul wouldn't cut much of a figure among them; indeed, he'd sooner face twenty German airplanes than try, "because he does not care much about how he looks."
>
> Now, Raoul got his taste for high adventure early in life. His mother died when he was about six years old, leaving the three brothers to their grandmother's care. According to all accounts, the lady found it the hardest work in life. For Raoul was always restless.
>
> Like a true Frenchman—or an American of the world, as he really is—he decided when he was fifteen that he just couldn't live another day unless he saw Paris. So he left his grandmother and set off.
>
> He never saw her again. For when Charles was in France, he went to Clermont to see her, and found "to my great sadness that she was dead and we had not heard of it."
>
> Meanwhile the boys' father married again. From this marriage they have four sisters, Yvonne, Marie Louise, and Germaine, nurses in Boston, and Berthe, who is married and with whom Raoul's father now lives in Yalesville, Conn. There is another brother, René, who tried to enlist in the aviation service last spring, with what fortune I do not know.

The Wallingford people heard very little from Raoul after he joined the Lafayette Escadrille. He was not a very satisfactory correspondent, but, says the writer in *The Sun:*

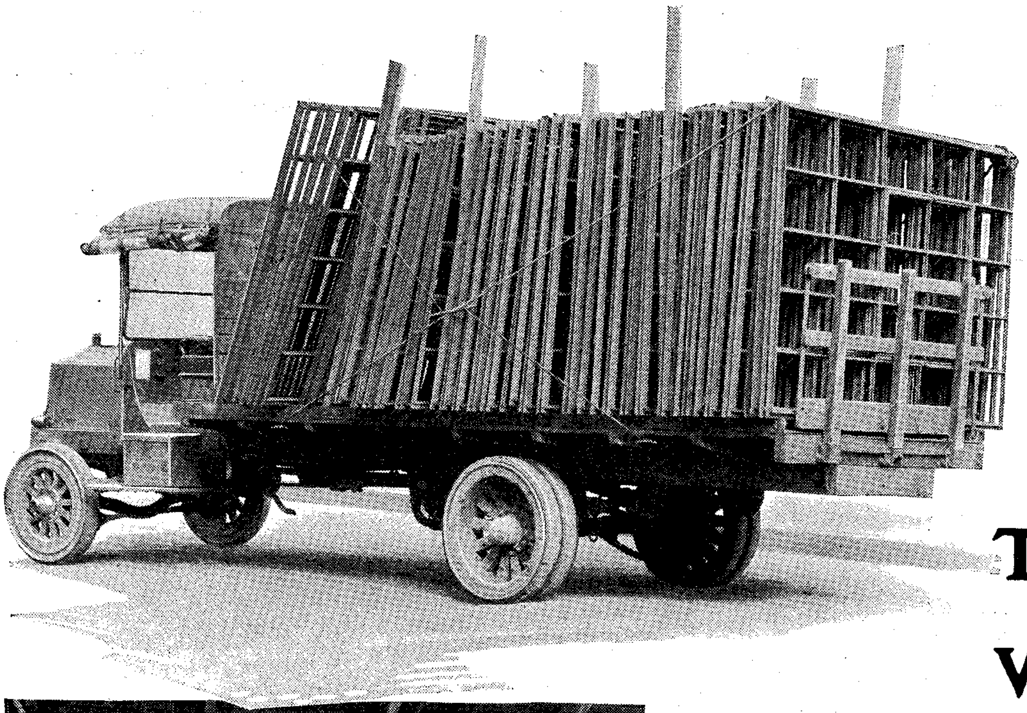
> On December 27, 1917, possessing the *Croix de Guerre,* the British Military Cross, the French *Médaille Militaire,* and the Legion of Honor, he wrote to his brother:
>
> "Now, I am looking like a Christmas-tree, medals all over my chest. The last one I was decorated with is a Montenegrin order, with a ribbon, red, blue, and white. Tho it has not the value of the French Legion of Honor or the Military Medal, I am awfully proud to wear it.
>
> "You certainly have heard through the newspapers about my commission in the American aviation, but the truth is I was appointed to that rank (Major) a month ago, but I can not wear the uniform yet, as the French are still holding my discharge.
>
> "I now have sixteen official German machines to my credit, and many others unofficial. On December 2, I brought two of them down.
>
> "Well, how is everything up at the old Wallingford? I would like very much to see it back again. Unfortunately, I must give it up for the present. For I should like to organize some sort of a little flying circus for the Germans before I leave here."

As told in The Digest, Lufbery left Wallingford when he was seventeen years old and set out to see the world. After visiting several French cities he went to Africa. His plan was to get a job of some kind—in Turkey he worked in a restaurant—and after he had seen enough of the city to "move on" to new fields of adventure. In this way he traveled through Europe, Africa, and South America. He enlisted in the United States Army while in New Orleans and was sent to the Philippine Islands. After being mustered out, two years later he visited China and Japan and then went to India where he worked as a ticket-collector on the Bombay Railroad.

At Saigon, Cochin China, Lufbery met Marc Pourpe, a young French aviator who was giving flying exhibitions. Pourpe needed an assistant. Lufbery got the job. Together they gave exhibitions and when the war broke out they were in Paris seeking a new airplane. Pourpe volunteered as an aviator, and was shot during one of his wonderful feats. Lufbery, not being a French citizen, entered the Foreign Legion, and finally in 1916 went to the Front as a member of the American Escadrille.

One of Lufbery's recent fights is related by John Guy Gilpatrick, a First Lieutenant with the American Expeditionary Force, who witnessed the battle in which the American flier was the victor. Gilpatrick describes the battle in a letter to his father, which was dated April 23, and was printed in the New York *Times:*

> To-day I was on the field, busy as a subway ticket-agent during the rush hour, because I had six machines going out on a job. I heard some machine guns going off, but didn't pay much attention until I heard motors running, too. Looked up, but couldn't see a thing, the clouds being scattered around fairly well.
>
> Then, from behind a cloud came two machines, the first of which dived into a cloud, the other right after him, and both had their guns going wide open. They disappeared into the cloud, but we could still hear them. Then the firing stopt and out of the cloud dropt a machine, blazing. Straight down she came, pieces of it coming loose because of the speed. Pilot and observer fell or jumped, and landed some distance away. Meanwhile the other machine, a *Spad,* headed home.
>
> All this didn't take over three minutes, and it was a mighty harrowing sight.



On the Job— and Ready!

TRUSCON STEEL WINDOWS

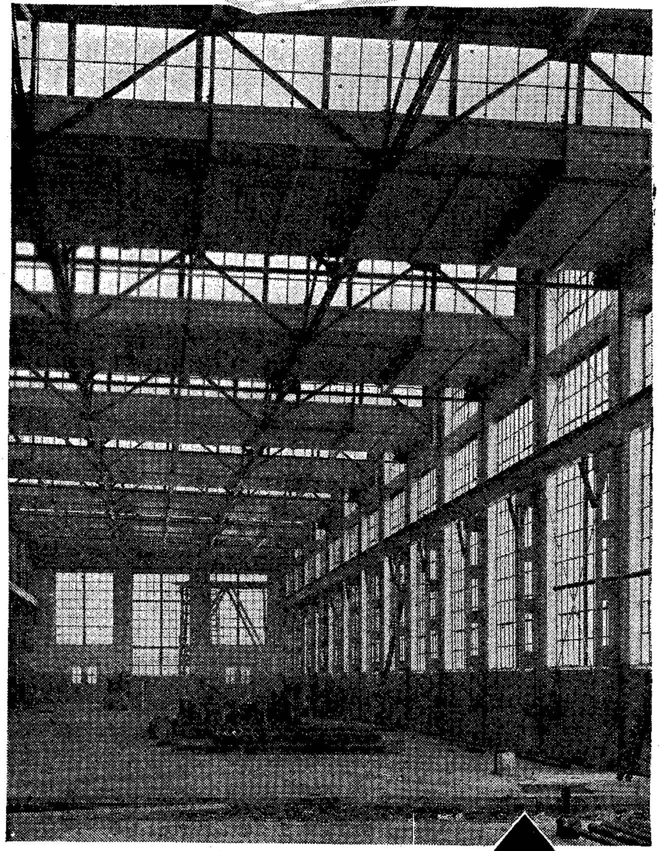
WHERE time is the prime essential in construction work, Standard Truscon Steel Windows meet every demand of the building owner, the architect and the contractor. Truscon Steel Windows are carried in stock in so many types and sizes, that they meet practically all requirements of window openings. Prompt shipment is assured, so that they can be on the job, and ready when wanted.

Daylight and fresh air—supplied in ample measure by Truscon Steel Windows—make for efficient work, good health, larger output, better products, less waste and fewer accidents. Their trim, attractive appearance, clean-cut lines and exceptional strength are in keeping with modern architecture and engineering.

In design, construction, finish, workmanship and hardware, Truscon Steel Windows are of high quality, yet, because of standardization and quantity production, they are low in price, thus economical in first, as well as in the final cost.

Truscon Steel Windows are also furnished in semi-stock units, continuous and sliding sash, partitions, doors, etc.

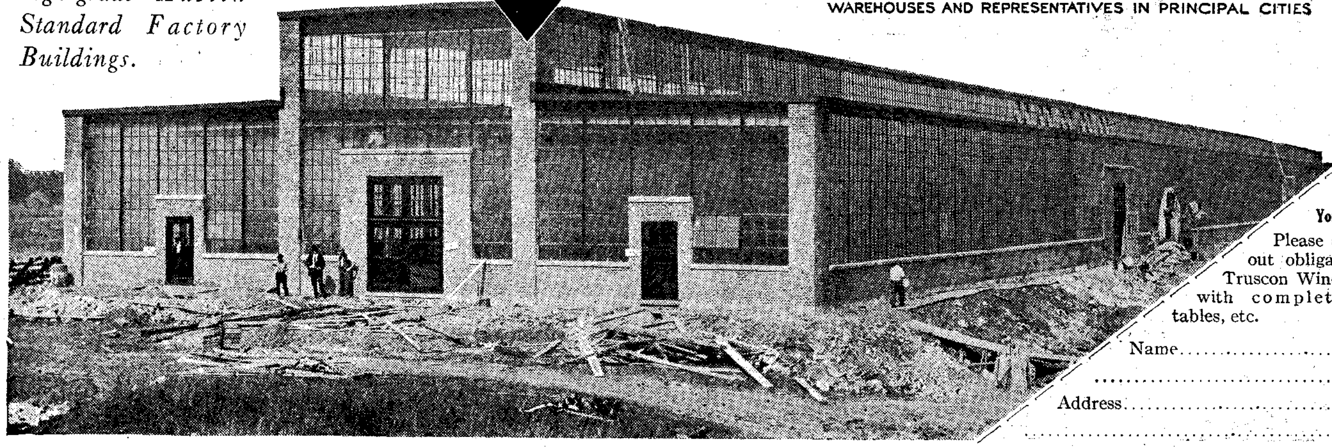
Handsome Truscon Steel Window Book mailed free on request.



Factories erected by the Austin Co., Industrial Engineers and Builders. Truscon Steel Windows used in these and many others of the high-grade Austin Standard Factory Buildings.

TRUSCON STEEL CO.
TRUSCON
BUILDING PRODUCTS

TRUSCON STEEL COMPANY
(FORMERLY TRUSSED CONCRETE STEEL CO.)
YOUNGSTOWN, OHIO.
WAREHOUSES AND REPRESENTATIVES IN PRINCIPAL CITIES



TRUSCON STEEL CO.
Youngstown, Ohio

Please send, without obligation, your Truscon Window Book, with complete details, tables, etc.

Name..

....

Address...

....

Makes Light Work of Heavy Ironing

Do away with the dread, drudgery and discomfort of ironing day by using the

UNIVERSAL Electric Iron

Saves you the many tiresome steps between the ironing board and stove. Eliminates the hot kitchen and does in a couple of hours the work that used to take the best part of a day to accomplish.

Greater heat storage capacity does away with "waiting for the iron to heat up" and makes easy work of the heaviest ironing.

UNIVERSAL Electric Home Needs

The spirit of war-time economy is shown not only in the saving of money and food, but also in the conservation of time and work in the home. It is the duty of every American housewife to aid in local war activities, but many are unable to do so because of the great amount of time required for household cares.

UNIVERSAL Electric Home Needs solve this problem by doing the tasks that ordinarily take the best part of a day in a few hours, giving more leisure time and accomplishing the work in a far more efficient manner.

On sale at Electric Lighting Companies, Electrical Dealers, Hardware and House Furnishing Stores everywhere.

Write to Dept. No. 146 for Free Booklet

LANDERS, FRARY & CLARK
NEW BRITAIN, CONN.

Waffle Iron E930, $10.00

Heating Pad No. E 9940, $8.50

Four Heat Grill E 984 $7.50

UNIVERSAL

The *Boches* weren't badly smashed and weren't burned. They were both officers, one of them being a Wilhelm Hickmann. The pilot had eight bullets in his groin; and the observer one in his hip. Both were fine young fellows, beautifully drest and groomed. Our bunch got all the buttons off their clothes for souvenirs—have one myself, but I didn't cut it off.

Well, the two *Boches* were pulverized inside, of course, so the Major got most of their personal stuff for the Intelligence Section, and then we carried on back to camp. The French took charge of the bodies. They were lying about fifty yards apart and fifty yards from the machine, so you see how high they were when they jumped or fell out.

We just had word that Major Lufbery did the job, and it was really marvelous shooting. It takes a real genius to group shots the way those were grouped, and, besides killing the pilot and wounding the observer, he had pierced the tank. . . . . .

But we have twelve feet of one of their cartridge bands, and every third cartridge carries an explosive bullet. We use tracers, but never explosives. An explosive bullet is rotten, and tears a frightful hole in a man—anybody who would use them ought to be mutilated, too. We are all having nakpin-rings made of the reel around which the cartridge-band winds.

In Wallingford there are many who have memories of the famous flier when he worked in Simpson's factory making silver casket-trimmings. But no one ever pretended to understand him—neither Wallingford nor his family.

"Casket-trimmings," muttered the elder Lufbery as he talked to a writer for the New York *Tribune* of his famous son. Then he shook his head uncomprehendingly as he continued:

"Raoul was a strange boy. Often in the last few days I have said that no one knew him ever, until now. He hated shop-work. He hated towns and cities and regular hours and smoke and all that. We—we never understood him at all, I think, until, perhaps, now."

But there is one who, perhaps, understood him better than the rest. Says the writer in *The Tribune:*

There is a woman in Wallingford who remembers him very well. She is the wife of his brother Charles, who served fifteen months in the French Army before he was wounded and returned to this country. With them Raoul lived during his sojourn in Wallingford, in a little house vine-covered, poor, and excessively neat, under the shadow of a factory wall behind which Charles now works. The air is heavy and sweet with the scent of warm earth and growing things, and Mme. Lufbery sits in her tiny kitchen, her foot on a cradle rocker, keeping a wary eye upon the motionless and mysterious little bundle among the pillows.

What manner of lad was Raoul in those two years of casket-fittings? No young friends? No church sociables, and strawberry festivals, no girls? Mme. Lufbery laughs softly at the thought of Raoul and love, and shrugs expressively.

"'E 'ad no time for love!" she protests. She is very French and her accent is the soft, liquid b-r-r-r of the Midi. "Always 'e came 'ome, tranquil—quiet—dull like 'e was tired. Aftaire *diner* 'e went to bed like an old man, or a very leetle boy and at breakfast it was the same. Not gay! No, no, not gay at all! I used to look at him and say to Charles: '*Mon Dieu*, is zat boy some one who 'as kill tigers in *Afrique;* who 'as see the world from Calcutta à Paris—no, no, I can not believe!' And always Charles would shake 'is head at me and say: 'Zut! Laurence, 'e is 'ere only for a leetle time. 'E will go on—'e can not stay—in 'im is somsing not to rest. 'E 'as not found 'is *métier!*'"

Mme. Lufbery is interrupted. There is a faint plaintive wail from the cradled bundle beside her. She bends over it swiftly, murmuring, and when she raises her head her eyes are wet and a trifle red.

"My baby," she says, simply. "It is eight weeks old. I write to Raoul when it 'as just one day of life, and I ask 'im, can you not come 'ome to be 'is godfaser? For eight weeks we 'ave wait for its christening. Just now, when could I hear from Raoul that 'e would come and give to it 'is great name—'e is gone! Ah!" With clenched hands she gazes heavenward. "We would not all feel so bad if they—THEY could not say they 'ad kill 'im! If only they could not say they 'ad make 'im fall."

Mme. Lufbery rocked the cradle violently while she fumbled in a cardboard box for the last letter from Raoul. It was in French, of course, but she translated it thus:

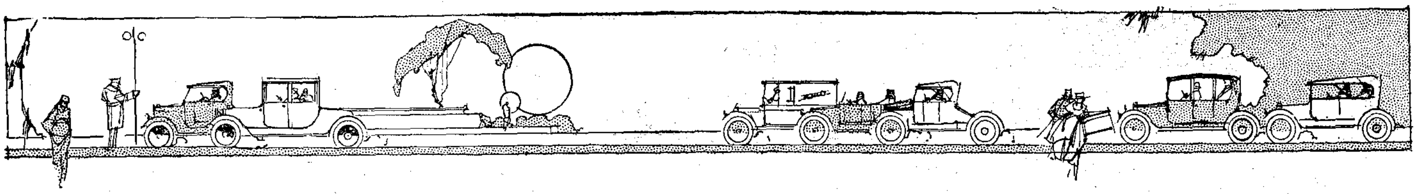
"I could wish to see Wallingford again"—this Major Lufbery wrote before, and not in answer to the letter concerning his newly arrived namesake. "But it is not for me now. I like the game here, thank you—I prefer to perch among my clouds and shoot at *Boches* even to passing a pleasant hour with you all. I can not come now. After the war we shall see—but I shall not, I think, live so long."

In spite of this, his sister-in-law had written, believing that he must consider the importance of the occasion. Unfortunately, she can not know what he intended. She wipes her eyes now with the characteristic poise which women of her race can assume with such startling suddenness.

"*Vous voyez,*" she says. "We did not expect 'e would live. No, we were not surprized—but—of course—" her eyes again fall upon her child, crowing and sucking upon an incredibly large corner of his pillow. "Nevaire mind, *mon petit!* When thou art grown there will be bigger aeroplanes and per'aps even bigger deeds for thee to do!—*Là!* 'E will be a great *aviateur, celui-ci!*" observes Mme. Lufbery with conviction. "Excuse—" she begs, "I go to put 'im in the garden—to look at the sky!"

The type of machine that vanquished the great American Ace had not before appeared on the American front, altho it had been used on the Somme. *The Times* says:

The sense of personal grief that we all feel in the death of Lufbery and his comrades is not forgotten in the larger anxiety caused by the flying tank. That is described as having a wing reach of sixty feet, its vital parts protected by armor, its pilot cased in three-eighths-inch steel, two-engined, two-gunned, the gunners in armor. Thus the pilot has nothing to do but run the machine. The protected gunners manage the two heavy machine guns. The tank seems immune to machine-gun bullets.



How to keep your Ford engine running like new

Scientific lubrication protects working parts from wear

WHEN you crank up your Ford, does the engine run with snap and power, quietly and smoothly—or does it sputter, miss and buck?

If the latter is the case, it is more than likely that the trouble is not the fault of the engine but that improper lubrication is responsible.

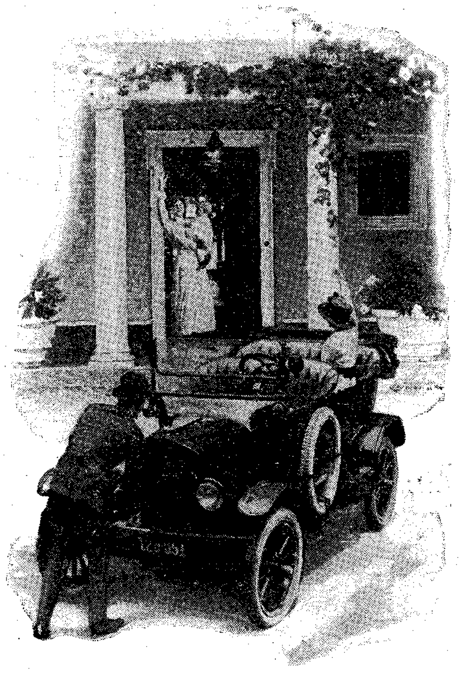
The Ford engine is a wonderful piece of mechanism, compact and accurately made, but, like any other finely-adjusted machine, it requires absolutely correct lubrication to develop its fullest efficiency.

The special problem of Ford lubrication

Every car has different lubricating problems. In the Ford this special problem arises from the exclusive and ingenious construction by which the disc clutch and transmission gears are enclosed with the engine.

In other makes of cars these three parts are separate and the oiling requirements of each are met by a different lubricant.

In the Ford, one oil must lubricate all three of these parts—the engine, transmission gears and the disc clutch.



The ideal lubricant for your Ford

Exhaustive scientific experiments and thousands of road tests have proved that Veedol Medium is the ideal lubricant for the Ford power plant.

It is heavy enough for the engine and gears, yet light enough so that the clutch does not drag.

Ordinary oil breaks down under the terrific heat of the engine and the resulting black sediment causes rapid wear. That is why you cannot afford to buy ordinary oil at any price.

Veedol not only resists destruction by heat and minimizes the consequent formation of sediment, but also reduces evaporation in your engine to a negligible quantity. You will get 25% to 50% more mileage per gallon with Veedol for this reason.

Make this test for yourself

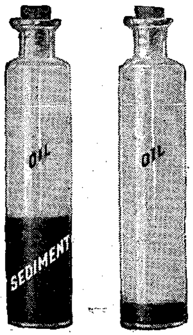
Drain the oil out of your crankcase and fill with kerosene. Run the engine *very slowly* for 30 seconds and then clean out all kerosene. Refill with Veedol and make a test run over a familiar road including steep hills and level straightaways.

You will find that your engine has acquired new power, hill-climbing ability and snappy pick-up. It will run more smoothly and quietly and will give greater gasoline mileage.

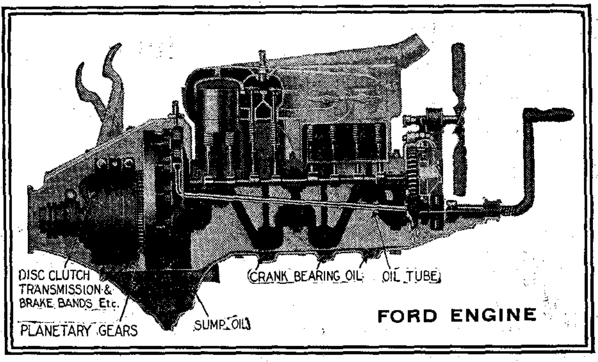
When figured by miles of service, and not by cost per gallon, Veedol proves much more economical than ordinary oils, which evaporate rapidly under the heat of the engine.

Send for this 80-page book on lubrication

The most complete book ever published on automobile lubrication, written by a prominent engineer. Contains Veedol Lubrication Chart, showing correct grade of Veedol for every car, winter or summer. Send 10c for a copy. It may save you many dollars.



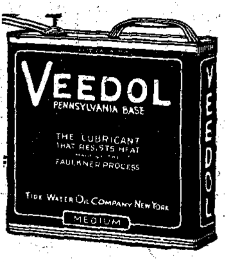
The now famous Sediment Test, showing sediment produced by engine heat in ordinary oil, and how Veedol reduces sediment 86%. The left-hand bottle shows ordinary oil, the right-hand bottle, Veedol, both specimens taken after 500 miles of running



In the ingenious design of the Ford power plant the three most important parts—the engine, transmission gears and disc clutch—are enclosed together. The oil in the sump must meet the different lubrication requirements of all three of these parts. Veedol Medium is especially made to do this

TIDE WATER OIL COMPANY

Veedol Department
1928 Bowling Green Building
New York


VEEDOL
PENNSYLVANIA BASE
THE LUBRICANT THAT RESISTS HEAT
FAULKNER PROCESS
TIDE WATER OIL COMPANY NEW YORK
MEDIUM
VEEDOL

Branches or distributors in all principal cities of the United States and Canada

At the Nation's Service

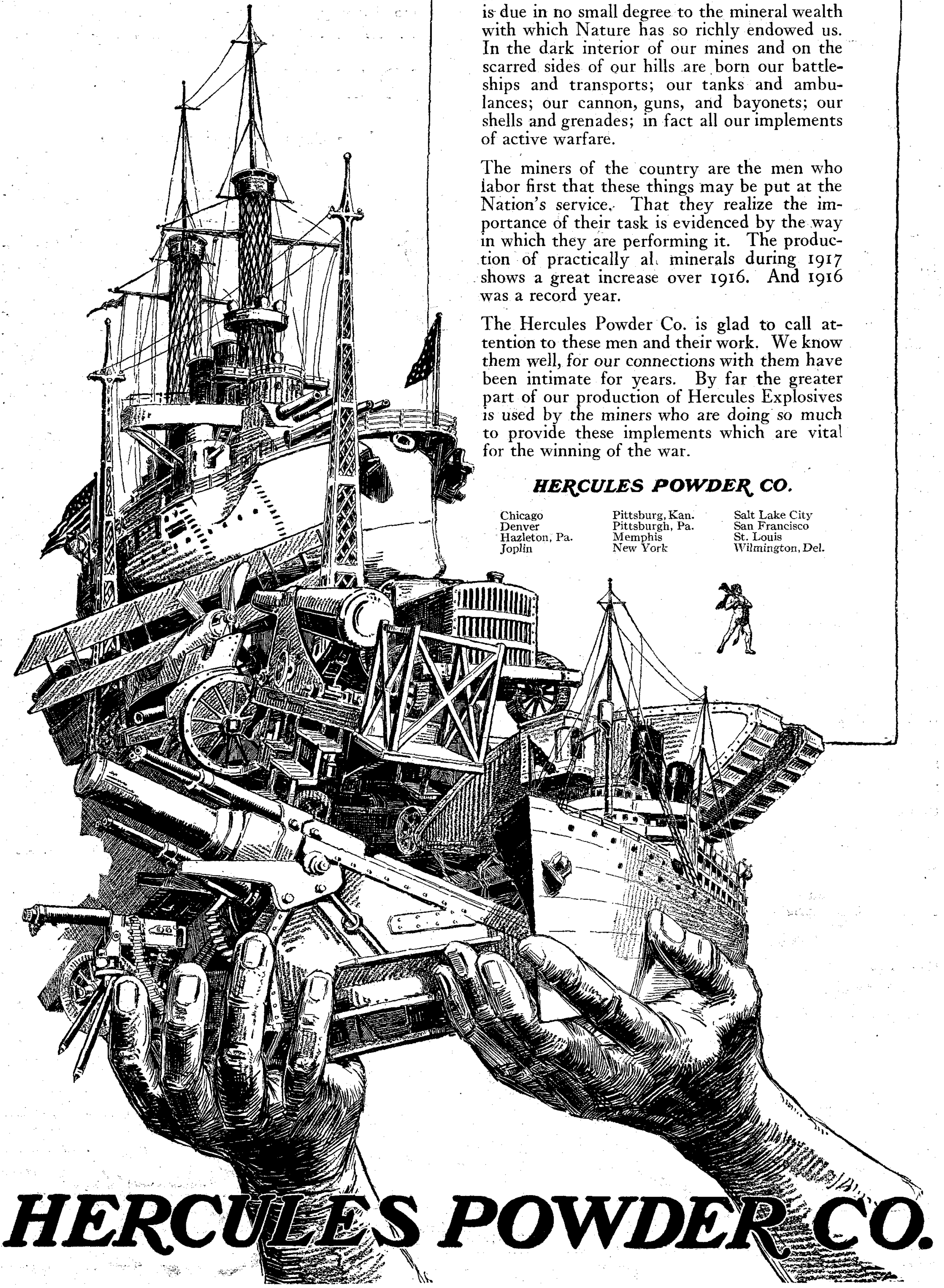
The ability of our country adequately to meet force with force on the battlefields of France is due in no small degree to the mineral wealth with which Nature has so richly endowed us. In the dark interior of our mines and on the scarred sides of our hills are born our battleships and transports; our tanks and ambulances; our cannon, guns, and bayonets; our shells and grenades; in fact all our implements of active warfare.

The miners of the country are the men who labor first that these things may be put at the Nation's service. That they realize the importance of their task is evidenced by the way in which they are performing it. The production of practically all minerals during 1917 shows a great increase over 1916. And 1916 was a record year.

The Hercules Powder Co. is glad to call attention to these men and their work. We know them well, for our connections with them have been intimate for years. By far the greater part of our production of Hercules Explosives is used by the miners who are doing so much to provide these implements which are vital for the winning of the war.

HERCULES POWDER CO.

Chicago	Pittsburg, Kan.	Salt Lake City
Denver	Pittsburgh, Pa.	San Francisco
Hazleton, Pa.	Memphis	St. Louis
Joplin	New York	Wilmington, Del.



HERCULES POWDER CO.

RIVAL RIVETERS PILING UP BIG SCORES IN THE SHIPYARDS

WAR has developed a new international competitive sport. It is known as rivet-driving, and some top-notch records are being made in the American shipyards.

Charles Knight, a negro, employed by the Bethlehem ship-building plant at Sparrow's Point, Md., is the champion riveter of the world. And he not only holds that proud title, but also twenty-five pounds of Lord Northcliffe's money and an appreciative letter from Chairman Hurley, of the United States Shipping Board, in which the latter says:

"Your world's record feat of driving 4,875 rivets on May 16 has set for American ship-builders the fast pace that is so necessary for carrying on the war successfully."

Now Knight has got to defend the title, for, feeling a pardonable pride in the accomplishment, Chairman Hurley permitted himself the pleasure of cabling a challenge to Lord Northcliffe, as representing the British workmen, and called upon American workmen to beat Knight's record.

The English title is held by Robert Farrant, a riveter in a London shipyard, whose score-card showed 4,267 rivets in nine hours. Several men, comparatively "green" at the pneumatic hammers, have been rolling up some startling records in the New York and Philadelphia districts. A New York *World* man, after visiting the Newark Bay yard, writes:

> One of these men was Gus Hollstedt, who had not had a riveting "gun" in his hands until eight days ago. He was an electrician. The other day he went out to one of the ways and drove 734 flush rivets in the bottom shell of a ship in nine hours. James McClemens, his holder-on, or bucker-up, who pushed against him on the rivets, had been at the work only four days. He was a jeweler. The heater boy, Ariel Hyde, also had been tonging hot rivets out for only four days. All this work Hollstedt did was overhead, so that he could not stand upright, but was crouched in a difficult position.
>
> New "speed merchants," as the fastest riveters have come to be called, are getting into the contest daily. A team at the Standard Ship-building Corporation, on Shooter Island, composed of James Parise, riveter; Dominick Taglifiger, holder-on, and "Coxey" Carr, heater-boy, drove 1,009 rivets recently. They were cheered as they stopt work for the day. Parise is known as "Lutz" among his fellow workers, and Taglifiger has been given the pet name of "Teddy Bear." They were topped in the day's score at that yard, however, by the team composed of Joseph Bennett, riveter, and Morrow, holder-on, with a passer boy named Bilbet. They drove 1,633 rivets and worked only seven and a half hours.
>
> Riveting is hard work, but it has its humorous side. Take "Big Ed" Gibson, at the Federal yard in Kearny, for example. If the rivets don't come fast enough and there is a lull in the work, he plays a tune with his rivet [illegible]
>
> times during the day he has his holder-on, and particularly his heater boy, battling for breath. Gibson does not know the meaning of letting up.
>
> If the holder-on does not withdraw a temporarily placed rivet fast enough Gibson applies the "juice" to his riveting hammer, touches the loose rivet with it, and sends the pin skyrocketing. The fellows on the other side of the steel plates know what that means, and they get busier than ever.
>
> Another favorite stunt which amuses onlookers is for the riveter to talk to the holder-on through a ⅝- or ¾-inch rivet-hole. Each team also has a code of its own. The riveter gives signals with his pneumatic hammer. Each rap means something. Action on the part of the others is the only response.

High score riveting seems to have caused *The World* man to make some inquiries, for he writes:

> Investigation of these high scores invariably has shown they were the result of what in shipyard parlance is known as "set-ups." In other words, work has been so laid out that the riveting is little short of tacking.
>
> It was stated that the rivets Knight drove at Sparrows Point were snap ones, the easiest to drive. They are not necessarily water-tight. Neither must the button-head type be. They are used only in certain places. Snap riveting brings one of the lowest prices. Six cents is divided among the members of the riveting team for each flush rivet, the riveter getting the most and the heater boy the least. Only four cents on the average is paid for snap rivets.
>
> Knight also kept seven helpers busy. This is considered overloading a riveting team. It means several furnaces instead of one in which to heat the rivets. It was reported that Knight would get $102.36 for his day's work.

There is still another claimant, one J. J. Briggs, a New-Yorker, who makes the other speeders look like thirty cents—if his record stands. The New York *Sun* says:

> Being a good American, Briggs didn't like the idea of a Britisher walking away with the world's record, so he proceeded—or at least the foreman of the Atlantic Basin shop says he did—to make Farrant's accomplishment look like that of a riveting piker by pounding into the side of a requisitioned Dutch vessel 7,864 rivets in seven and a half hours, approximately seventeen and one-half a minute.
>
> So speedy was the indefatigable Briggs, who remarked he was almost as fresh when he finished as when he started, that his holder-on, or man who bucks the foot of the rivet with a heavy piece of iron, had to be relieved frequently. The entire gang of record-breakers included, besides Briggs, a heater boy, passer, and holder-on. The almost unbelievable speed of this crew was maintained without let-up, despite the fact that some of the riveting was over butt-straps, and consequently more difficult than straight riveting.
>
> Briggs worked on a scaffold on the outside of the ship, his helpers on the inside. As they heated the pins and thrust them through the holes in the plates he drove the caps on them with his rivet "gun." When at the end of seven and one-half hours he and his gang had finished off 7,864, he [illegible]

DISAPPEARANCE OF THE "CYCLOPS" ANOTHER MYSTERY OF THE DEEP

SHALL the *Cyclops* be added to the list of vessels that have "arrived" at the Port of Missing Ships? Each day the mystery of her fate deepens. Modern, stanch, well-manned and equipped, to those who are familiar with the sea and navigation the disappearance of the collier is inexplicable. If the *Cyclops* must be added to the "Missing" she will be the first ship with a wireless equipment to enter that port.

Some wreckage floated ashore to tell the fate of the German cruiser *Karlsruhe*, but no such messenger had arrived from the *Cyclops*. The New York *Evening Sun* says:

> Many instances point to the probability that the misfortune of the *Cyclops* may never be known. Other vessels, well built to withstand all the treacheries of the seas, have succumbed. One such vessel was the *Naronic*. She was a large freight-vessel, the first of the twin-screw type to be built for the cargo trade. She was made of steel and had eight bulkheads to prevent sinking.
>
> Just what happened to the *Naronic* has never been discovered. She steamed from Liverpool. Days passed and then cables began to hum as both sides of the ocean queried about her delay. Finally, some weeks later, a capsized life-boat was found with the word *Naronic* on her stern. That was all. How, when, or where she entered the Port of Missing Ships is not known, but it is there she rests. She was equipped to resist storms and had been called the "biggest, safest, swiftest sea-carrier" of her times, but the sea included her in its toll.
>
> In recent years few passenger-vessels have disappeared. In the days of sail and side-wheelers, however, a number of large vessels loaded with passengers were swallowed up, perhaps the victims of an uncharted rock, a heavy gale, a tidal wave, or a fire. One of these was the *City of Glasgow*. In 1854 she sailed from England with 480 passengers, most of them emigrants bound for Castle Garden. No trace of her was ever found.
>
> Two years later the *Pacific* of the Collins line sailed from New York for Europe with 186 passengers. For months following her disappearance other vessels sought for her in vain. In those days the ocean lanes had not been adopted and there was no means of knowing where best to search.
>
> Other vessels have disappeared, but have left very definite impressions of what happened to them. One such was the *President*, which is generally believed to have foundered in a gale off the New England coast. Another vessel, the *Coventry*, saw her in the midst of the storm, making heavy weather of it.
>
> The *President* left New York on March 11, 1841. Among her passengers was Tyrone Power, the Irish actor. She was in command of Captain Roberts. Two months later a bottle was washed up on the shore of Cape Cod with the cryptic message, "*President* sunk in storm."
>
> In 1870 the *City of Boston*, with 200 passengers, left Liverpool never to return. It was believed that she was the victim of a severe storm which came up a few days after she left port. Bits of wreckage were [illegible]

PUBLISHED by the COMMITTEE ON PUBLIC INFORMATION · WASHINGTON ·

SPIES

GERMAN agents are everywhere, eager to gather scraps of news abou our men, our ships, our munitions. It is still possible to get suc information through to Germany, where thousands of these fragment —often individually harmless—are patiently pieced together into a whol which spells death to American soldiers and danger to American homes.

But while the enemy is most industrious in trying to collect information, an his systems elaborate, he is *not* superhuman—indeed he is often very stupi and would fail to get what he wants were it not deliberately handed to hi by the carelessness of loyal Americans.

Do not discuss in public, or with strangers, any news of troop and transport movements, o bits of gossip as to our military preparations, which come into your possession.

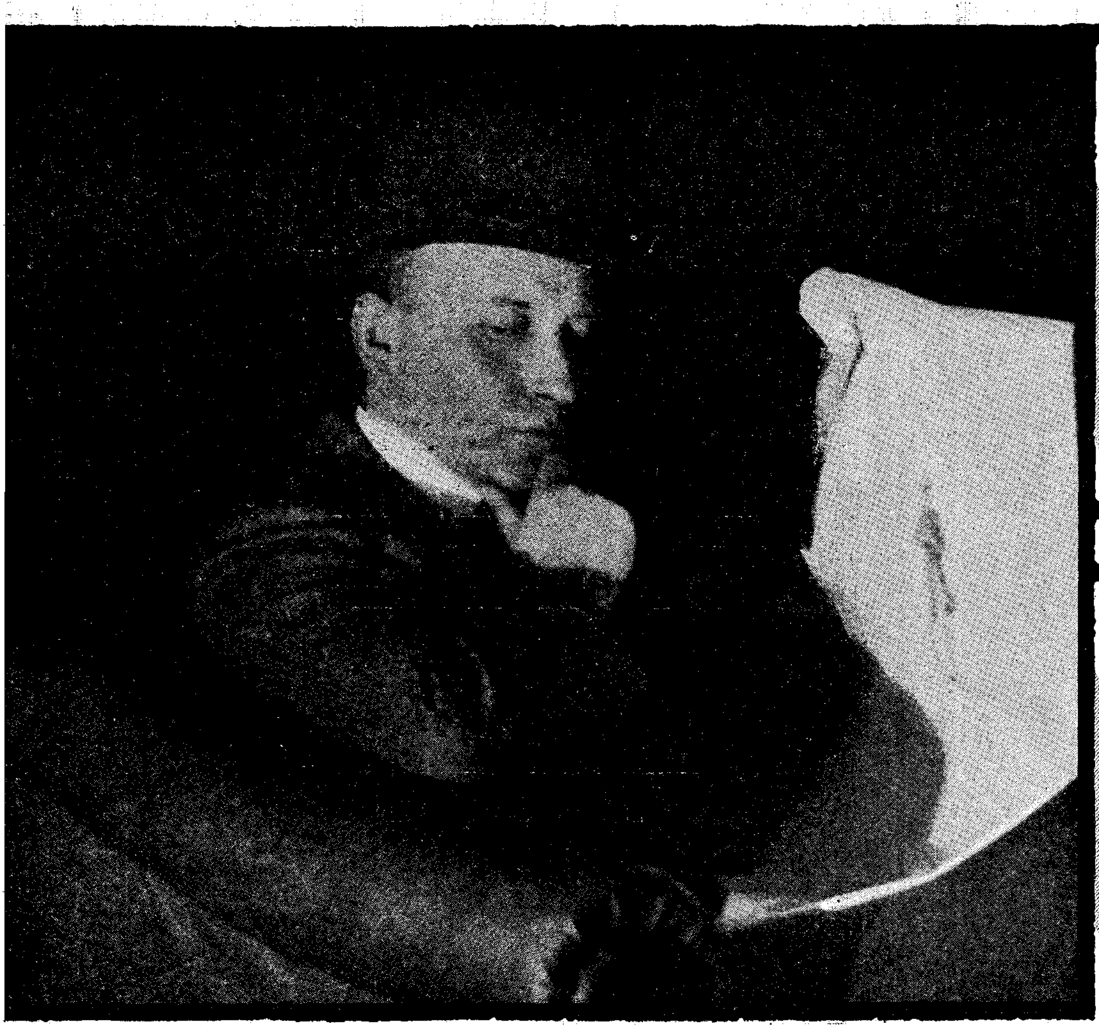
Do not permit your friends in service to tell you—or write you—"inside" facts about wher they are, what they are doing and seeing.

Do not become a tool of the Hun by passing on the malicious, disheartening rumors whic he so eagerly sows. Remember he asks no better service than to have you spread his li

Contributed through Division of Advertising

This space contrib

The Willys-Overland Company



& LIES

of disasters to our soldiers and sailors, gross scandals in the Red Cross, cruelties, neglect and wholesale executions in our camps, drunkenness and vice in the Expeditionary Force, and other tales certain to disturb American patriots and to bring anxiety and grief to American parents.

And do not wait until you catch someone putting a bomb under a factory. Report the man who spreads pessimistic stories, divulges—or seeks—confidential military information, cries for peace, or belittles our efforts to win the war.

Send the names of such persons, even if they are in uniform, to the Department of Justice, Washington. Give all the details you can with names of witnesses if possible—show the Hun that we can beat him at his own game of collecting scattered information and putting it to work. The fact that you made the report will not become public.

You are in contact with the enemy *today*, just as truly as if you faced him across No Man's Land. In your hands are two powerful weapons with which to meet him—discretion and vigilance. *Use them.*

COMMITTEE ON PUBLIC INFORMATION
8 JACKSON PLACE, WASHINGTON, D. C.

United States Gov't Comm. on Public Information

inning of the War by

Toledo, Ohio

> with her name on them. Such an impression also prevails regarding the sinking of the *Portland*, which left Boston Harbor for Portland in the fall of 1898. There was a severe blizzard that night, and it is generally thought an extra heavy sea caught her under the paddle-wheel and overturned her.
>
> On August 28, 1883, the *Inchclutha* left Calcutta for Hull with a cargo of wheat. The following day the *Cherubini* left Sunderland for Genoa with a cargo of coal. Neither of these vessels was ever reported again. On March 9, 1885, the *Magneta* was seen passing out of the English Channel bound for Singapore with a load of cable. She also carried nine passengers. She was never sighted again.

Sometimes a vessel is found abandoned at sea without any explanation, or means of discovering the cause of her condition. Such a case was that of the *Yula Maru*, a Japanese steamship found in mid-ocean with eight dead men on her deck. What had become of the rest of the crew was never known. The greatest mystery is that of the *Marie Celeste*. Says *The Sun:*

> She was discovered with all sails set headed toward Gibraltar. There was no sign of life aboard the vessel nor, most unusual of all, was there any sign of her having been abandoned. Everything was in order, boats were all in place and ropes were neatly coiled.
>
> The only thing missing, as nearly as could be found, was the ship's chronometer. However, the captain's watch was found in his cabin. There was nothing in the log to tell a tale of storm, disease, fire, or other disaster.
>
> Many surmises have been made regarding the mystery, and books have even been written suggesting a solution. One of these insists that the passengers must all have gone in swimming except the captain. He, it says, must have been timing a race with the chronometer, his watch being broken, when the vessel gave a lurch, threw him overboard and sailed away before any of the swimmers could reach her.
>
> Another surmise, made seriously by its author, is that all hands were standing by the rail when a tidal wave spilled them off. This theory has been generally laughed at, it being pointed out that such a thing would not have been possible without deranging the equipment on the decks. All this was years ago, and it is almost certain that her mystery will never be solved.
>
> Had it not been for the wireless it is doubtful whether the world would ever have known the circumstances of the *Titanic's* sinking. Undoubtedly many other vessels before the days of wireless and ocean lanes entered the Port of Missing Ships through the ice.
>
> The Hun fang-reef of "*spurlos versenkt*" has of course added another hazard to the many of the sea, and it is just possible that the *Cyclops* may have gone in this way. However, that is merely conjecture, and even those who support it believe it unlikely that she would have been sunk without having sent word by wireless.

The *Cyclops* was loaded with manganese, which is much needed by the nations at war. The vessel was commanded by Lieutenant-Commander George W. Worley, who was born in Germany, his name being George Wichman. He came to this country as a child, was adopted by a man named Worley in California, and when he grew up applied to the courts to change his name, taking that of the man who had befriended him. He became an American citizen in 1893. The New York *World* says:

> Before Captain Worley sailed on his last voyage on the *Cyclops* he disposed of some property he owned in Norfolk, Va., including the home his wife and child live in. He told friends that when he returned from the voyage he intended to get an extended leave of absence and go back to California and rest. He said he had to have an operation performed and it would take about six months for him to recover his strength.
>
> Mrs. Worley says her husband is a good American and that his long and faithful record in the Government service proves it. She says she believes he is still alive, that his vessel is probably disabled at sea and that he is waiting to be picked up.
>
> "Do you think my husband would prove a traitor to America, to his wife and little daughter?" she asked when a reporter called on her. "My husband was an American through and through. He hated Germany. He came here seeking freedom and he would fight and die to maintain that freedom. He is just as good an American as any man born in America, and a whole lot better than many of those who question his patriotism now. I hope he lives to settle with his traducers."

WALTER CLARK TEAGLE, THE NEW STANDARD OIL HEAD

WHO'S Teagle?

This was a question generally asked when it was announced recently that E. T. Bedford had been elected to the chairmanship of the Board of Directors, and Walter Clark Teagle had been chosen to succeed him as president of the Standard Oil Company of New Jersey, the world's greatest oil-refiners since the disintegration of the original Standard Oil Company. Aside from his business associates and personal friends few had ever heard of Teagle. He is only thirty-nine years old, and his success in life has been due to industry and the careful training of his mind in absorbing infinite detail. A writer in the Minneapolis *Journal* says of him:

> In Cleveland, where he was born on May 1, 1878, both he and his family were known perhaps as well as any citizen of that community. Morris B. Clark, a native of England, who was his maternal grandfather, and who was also one of Cleveland's pioneers, is remembered in Cleveland as the first partner of John D. Rockefeller. When both were young men they were brought together in the grain trade, and in due time that business was extended so that it included in a small way the oil trade; small, because that trade was then almost undeveloped.
>
> Mr. Teagle's father, who was also of English birth, became interested in the oil business and it was in his father's offices that Walter Teagle as a boy received his first business inspirations and instructions. He entered Cornell University when eighteen years of age and three years later was graduated with the degree of bachelor of science. In his university work the young student specialized in chemistry and was able to gain his diploma in three years, altho the prescribed course is four years.
>
> Instead of spending the summer vacations in recreation or idleness, he entered upon a course partly self-instructed, partly under the tuition of his father, of business training. He took a place in the offices of his father's firm. He learned how to keep accounts. He mastered the technical details of salesmanship and acquired a general knowledge of business activities before his graduation.
>
> His father's firm found markets through some fifty distributing stations or branches which they established in Ohio, Michigan, Indiana, Illinois, Iowa, Missouri, and Kansas. In this department of business the young man was preparing himself successfully to carry on some years later the distribution in Great Britain and upon the continent of Europe and Africa of the oil refined by the Standard Oil Company of New Jersey. At this time, when it is possible to trace back from the presidency of the Standard Oil Company of New Jersey the career of Mr. Teagle to its beginning, it is easy to see that his progress was due to industry, almost infinite attention to details, skilful and careful training of his mind, the high development of the capacity for organization, and the mastery of all branches of the oil business.
>
> Shortly after he was twenty-one years of age, he spent the better part of a year in careful scrutiny and study of the various departments in the oil-refinery of his father. Of his own volition he made excursions to one and another of the various branch offices, absorbing and assimilating in a short time the business of selling the products of the refinery. He also visited some of the large oil-producing fields.

When his father retired from business the firm sold out to the Republic Oil Company, and young Teagle, who was then only twenty-three, was made vice-president of the company. But those in authority in Standard Oil had been observing the young man, and when he was twenty-five years old he was appointed to an important position in the export department of the company, which involved making New York instead of Cleveland his home. Says *The Journal:*

> When he began the difficult work of distributing the products of the Standard Oil Company upon the continent of Europe, he found himself face to face with many difficult and many complicated conditions. In the ten years in which Mr. Teagle was engaged in this department of the company's business he was for the greater part of the time a cosmopolitan. He visited all parts of Europe and Africa, not on pleasure bent, but with his mind concentrated upon the problem of successful distribution to the retailer or consumer of the oil company's product.
>
> At home the company took heed of the achievements of this young man. At thirty-five years of age he was a master of the export department. He was further broadened by the fact that the time which he spent abroad and the work which he did there brought him in close contact with the producing and marketing situation in all parts of the world. Recognizing the extent of his information, the directors of the company named him the head of the company's export department.
>
> In 1910 he was elected a director of the

THE AUSTIN METHOD

Exactly on Time, for the National Cash Register Co.

Exactly on time, 30 working-days from date of contract, The Austin Company delivered the building shown here to the National Cash Register Company.

58,000 sq. ft. of floor space, including all plumbing, electric wiring and fixtures, heating, fire extinguisher system and mezzanine floors for toilet—another Austin Standard Factory-Building has been completed in record time broom clean, windows washed, ready to meet the demands of the increasing business of this well known company.

THE AUSTIN METHOD has speeded up building construction to the 30 working-day basis. Previous Austin records include 120,000 square feet in 30 working-days, 540,000 square feet in 55 calendar days and 27 acres of floor space under one roof.

This new record is unique because the elaborate system of equipment and the special architectural features were included in the 30 working-day penalty and bonus contract, and the building completed on time.

No time was lost in making preliminary drawings. Austin No. 3 Standard was readily adapted to meet the peculiar conditions required by the National Cash Register Company.

On Saturday morning, March 16th, the contract was signed. Photographs of March 27th show at least one-half of the steel frame-work in position. Four working-days before the completion day, the National Cash Register Company began moving in its machinery and equipment.

This is not an unusual Austin performance. It is an example of the kind of service the Austin organization stands ready to give to manufacturers who require permanent and substantial factory structures in record time. All essential materials, fabricated steel, steel sash, roofing, lumber, etc., are now in Austin stock, ready for immediate shipment. Austin workmen are trained in every step of the work. You can have a building like this in the same short time.

With the nine types of Austin Standard Factory-Buildings and their unlimited adaptations practically all industrial requirements can be easily met. Nos. 1, 2 and 3 can be delivered in 30 working-days. Nos. 4, 5, 6 and 7 in 60 working-days, and Nos. 8 and 9 in a *slightly* longer *time*.

The Austin Book of Buildings contains complete engineering details. Let us send you a copy. In case your need for more factory space is urgent use the wires. Examples like that illustrated here are scattered all over the country and owners will gladly show them. Wire Austin today for immediate conference.

THE AUSTIN COMPANY

Industrial Engineers and Builders (58)

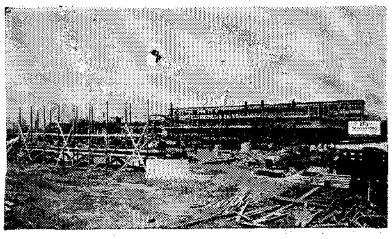
CLEVELAND - - 16113 Euclid Ave., Eddy 4500
NEW YORK - - - 217 Broadway, Barclay 8886
PHILADELPHIA - 1026 Bulletin Bldg., Spruce 1291
WASHINGTON - 1313 H St. N. W., Franklin 6420
DETROIT - - 1430 Penobscot Bldg., Cherry 4466
PITTSBURGH - - - 493 Union Arcade, Grant 6071
INDIANAPOLIS - 717 Merchants' Bank Bldg., M 6428
CHICAGO - 437 Peoples Gas Building, Harrison 8360

March 20

The contract was signed on Saturday, March 16. Ground was broken on Monday morning. This photo was taken two days later. No time lost getting started.

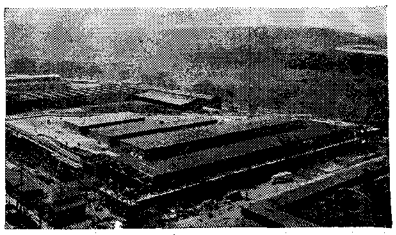
March 27

Seven days' progress, with about half of the steel framework in position. This speed is possible because all essential materials, fabricated steel, steel sash, etc., are in Austin stock.



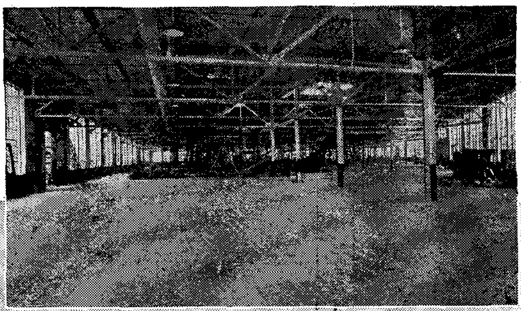
April 9

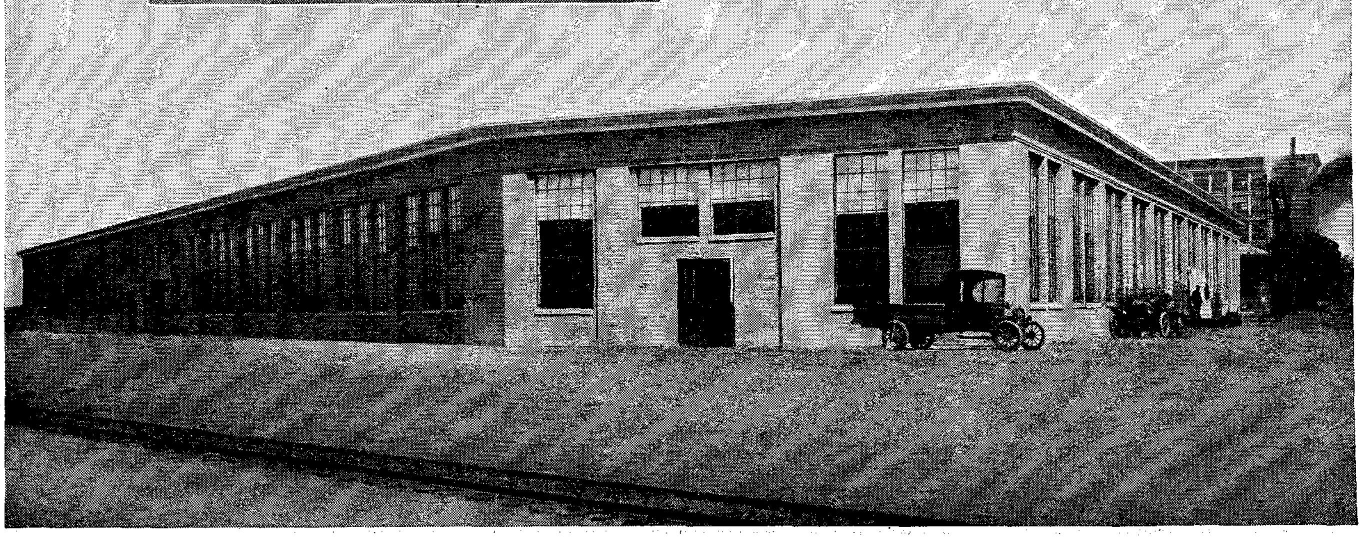
The roof is up, brick work well under way, and all trades at work.



April 27

One end of the building swept up and some machinery moved in.

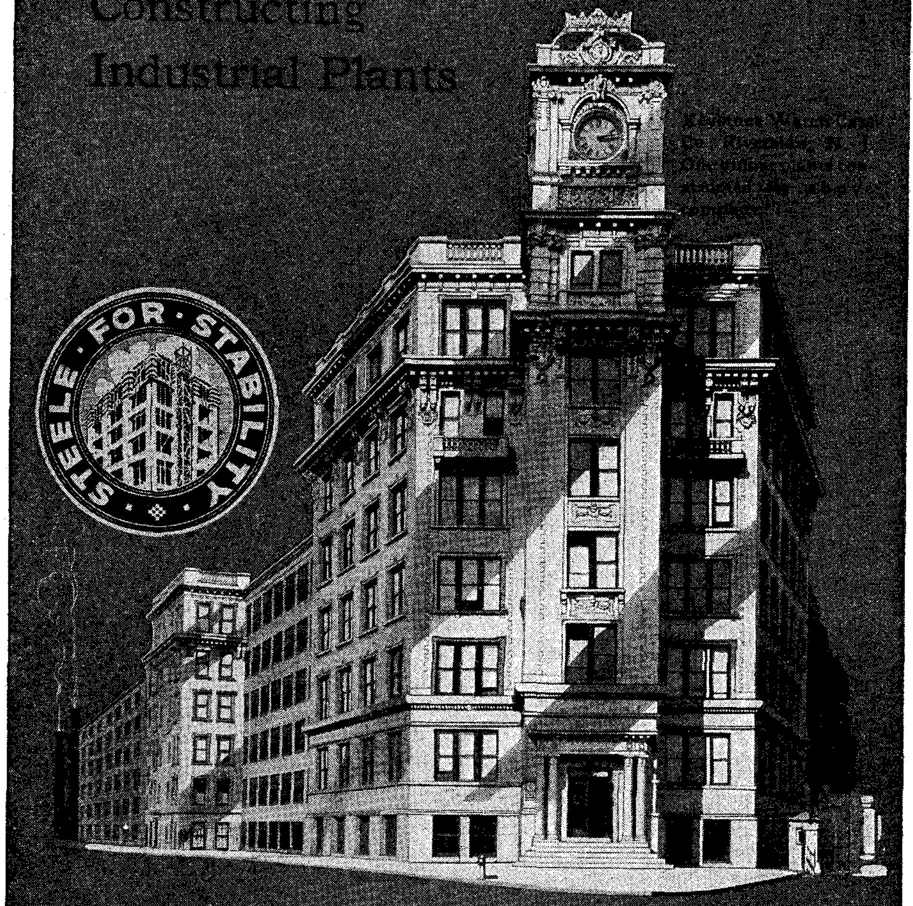




Austin No. 3 Standard Factory-Building built for the National Cash Register Company, Dayton, Ohio, in 30 working-days. This building is 340 ft. long and 228 ft. wide at the widest point. Exterior finished in special ornamental face brick to correspond with other N. C. R. Buildings.

AUSTIN STANDARD FACTORY-BUILDINGS

The Service of
STEELE
in
Constructing
Industrial Plants



[illegible]

There's no rule-of-thumb procedure in the Steele method of building.

Standardization of construction is assured up to the point where it fills every general need and doesn't interfere with the "individuality" of the business concerned.

Then, Steele Service has practical solutions for the special problems—sprinkling, heating, lighting, shafting, machinery emplacement, routing of material, fire protection—and the many other individual features required to round out a complete and ready-to-operate plant.

The Steele method does more than build homes for industry—it BUILDS BUSINESS.

WM. STEELE & SONS COMPANY
ENGINEERS CONSTRUCTORS
Philadelphia [illegible]

company and a little later was chosen one of the vice-presidents.

After the decision of the United States Supreme Court, which compelled the dissolution of the original Standard Oil Company and the reorganization of the various subsidiary companies into absolutely independent corporations, there seemed to be serious doubts as to the opportunities for maintaining the old and securing new business for the Standard Oil Company of New Jersey. The company was not a great producer of oil. About 90 per cent. of all the oil which it marketed was bought from oil-producers. It had established some of the world's greatest oil-refining plants in New Jersey, but there were apprehensions lest because of the dissolution of the Standard Oil Company it might be found difficult to operate these plants to their full capacity.

Thus Mr. Teagle spoke to his fellow directors, saying that he feared there might be a material curtailment of the company's foreign business. Thereupon, one of the directors, speaking half humorously, half seriously, said that there was the Imperial Oil Company of Canada, and if Mr. Teagle felt that he would not under the changed conditions find his time occupied why didn't he associate himself with that, it being a subsidiary of the Standard Oil Company of New Jersey.

On the instant, and with intuitively accurate judgment, Mr. Teagle said: "I will," and became identified as chief executive of the Canadian company.

Meanwhile, he retained his active connection with the work of the export department of the Standard Oil Company, and he was in Europe when the war began. This instantly changed the plans of the young man, and he found it expedient to return to the United States. He again took up the work of the Imperial Oil Company, making his home in Toronto until summoned to New York to enter upon his new duties as the head of the Standard Oil Company of New Jersey.

It requires only a short talk with Mr. Teagle to convince one of his encyclopedic knowledge of the oil business, but while he is so packed full of business detail he is described as having a singularly attractive personality. He is a warm advocate of cooperation, not alone in business but in all relations in life, and he says:

"The human side of business life has always appealed to me. I have tried to make every one in our organization with whom I have come in contact feel that no matter how unimportant the position he occupied was or seemed to be, nevertheless the success of the business was in some degree dependent upon him, and that the personal interest and cooperation of all in any organization are essential to the success of the corporation. This policy has encouraged others to think for themselves, to see how in their particular line of work they can make themselves more efficient, and whenever such increased efficiency was demonstrated it inevitably followed that the individual's position became proportionately just that much more important.

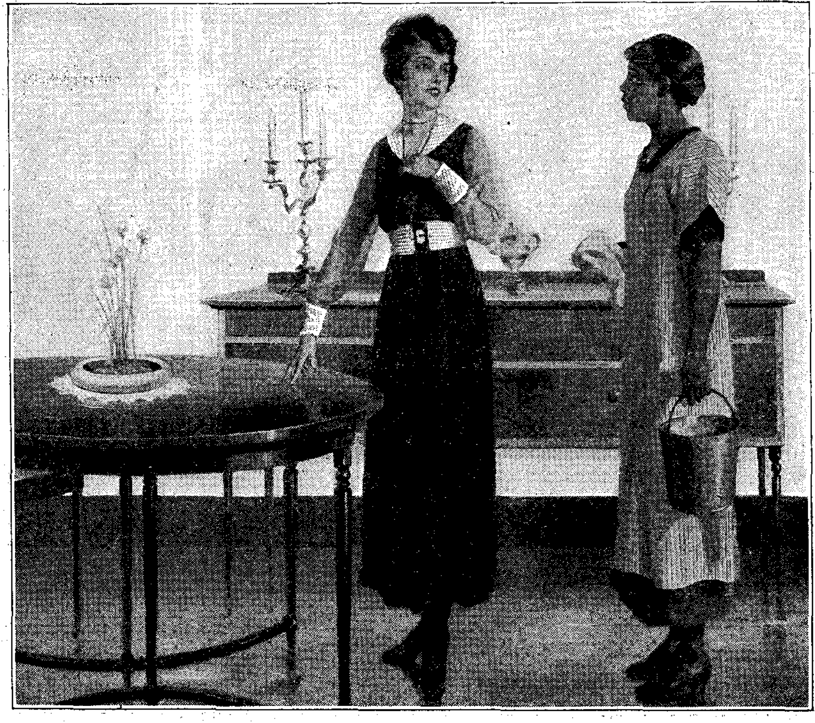
"I have never been afraid to try out in a more important position a man who showed ability in a less important place. My purpose has always been to give every one an opportunity to help himself, and to better his position, and I know of nothing from which I have derived greater pleasure and satisfaction than have come to me when I have been able to recognize the individual success of those with whom I have been associated in business. It has been my belief that the best way to benefit others is to try in every possible way to aid them in helping themselves."

That's Teagle, of the Standard Oil.

"HUNGER IS SHARPER THAN THE SWORD" IN BERLIN

IF she met him in a dark corner, what might not a ravenously hungry Berlin lady, clad in her furs and diamonds, do to a plump Englishman with his day's provisions under his arm? It is not only bad form, there is an element of danger in looking well fed; and the interned outlander who has had parcels of food sent him from home feels more comfortable under the queer glances cast at him, if he slinks along close to his military escort. Completely out of date are the prevailing opinions about Germany in war-time, according to an Englishman, Mr. Ernest Lionel Pyke, who was released from Ruhleben Camp on March 7, 1918, after three and one-half years' internment. Seven months old, he says, are our last authentic reports of internal conditions, "seven autumn and winter months when nothing grows except appetites," during which the Germans have come to subsist upon fantom rations, and the rebellion born of want has grown to such proportions as to alarm the Government to its greatest efforts to bring about a speedy end to the war. Mr. Pyke had exceptional opportunities for observation, we are told by the London *Daily Mail*. As kitchen inspector of the camp he was allowed to visit Berlin under escort two or three times each month, and the impressions and information he gained in this way are set forth in a series of articles called "Bluffing the Whole World." The reliability of Mr. Pyke's disclosures is unquestionable. He is an estate agent, a man of distinction in commercial circles, as his rank as a Freeman of the city of London testifies. In commenting upon Mr. Pyke's articles, so eminent a writer as Sir Robertson Nicoll says in *The British Weekly*, "Nothing has cheered the nation more in these difficult days. . . . Mr. Pyke's contributions, in their authentic value and up-to-date evidence, are among the most heartening stories published during the war." Mr. Pyke says:

> It comes down to this: that the bulk of the seventy millions of people in the German Empire and the fifty-two millions of Austrians are subsisting upon very bad bread, and upon turnips, and upon potatoes. These are the basic forms of diet.
>
> The confusion as to the real state of affairs in Germany is not difficult to understand. At the outset of the war the Germans tried to arouse world sympathy by saying that the British blockade was starving their children and as a sequel



"Dinah, clean all this furniture and woodwork with soap and water. It's varnished with Valspar and washing won't hurt it a bit."

Valspar—

the washable varnish

Valspar is the ideal varnish for every household use *because it is water-proof, spot-proof, and durable.*

This means that if your furniture, woodwork, and floors are varnished with Valspar they can be washed freely with soap and water and thereby kept clean, sanitary, and beautiful.

You need never worry about little household accidents, because Valspar is immune from damage due to spilled liquids, leaky pipes, overflowing basins, etc.

Valspar will protect and preserve your woodwork and furniture for many years and will never turn white and never look "spotty."

Use it wherever you need varnish indoors or out—but be sure to get Valspar.

VALENTINE'S
VALSPAR
The Varnish That Won't Turn White

Special Offer—If you wish to test Valspar send 20c. in stamps and we will send you enough Valspar to finish a small table or chair.

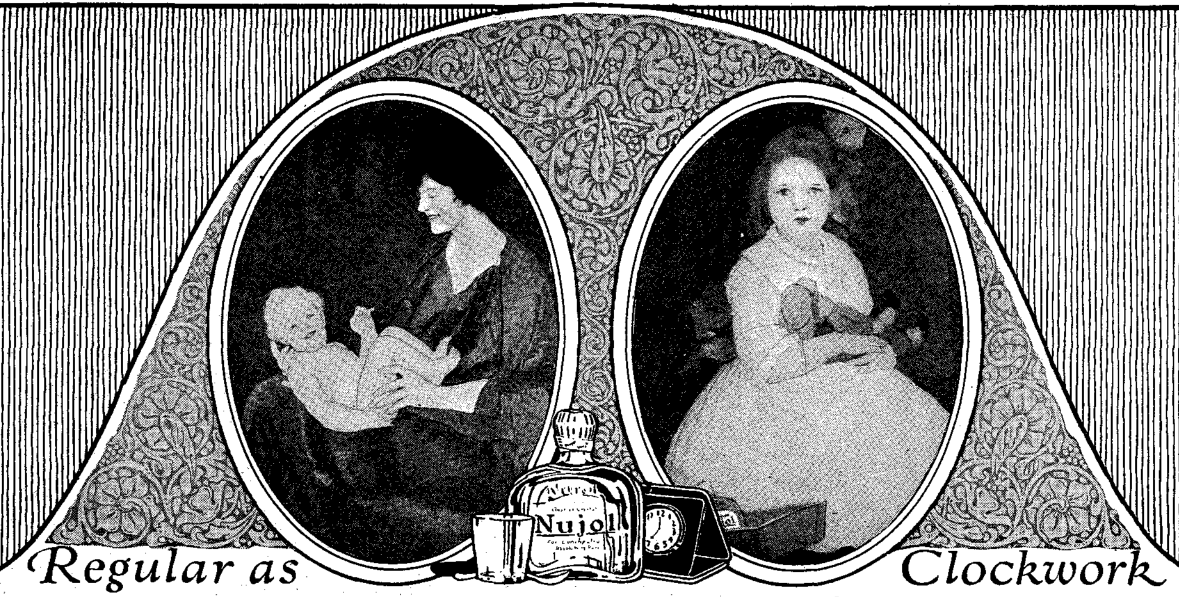
VALENTINE & COMPANY, 462 Fourth Ave., N. Y.

Largest Manufacturers of High-grade Varnishes in the World—ESTABLISHED 1832

New York Chicago Boston TRADE VALENTINES VARNISHES MARK Toronto London Amsterdam

W. P. FULLER & CO., San Francisco and Principal Pacific Coast Cities

Copyright, 1918, Valentine & Company



Constipation is no respecter of ages. Your health, whatever your period and condition of life, depends largely on the regularity with which your system gets rid of the poisonous ashes of your body fuel.

NUJOL makes you regular as clockwork—without pain. It is gentle and sure, relieves without loss of appetite, and without weakening the delicate mechanism of the body.

You have only one body—you owe it the best treatment. In other words—NUJOL—the *rational* treatment for constipation.

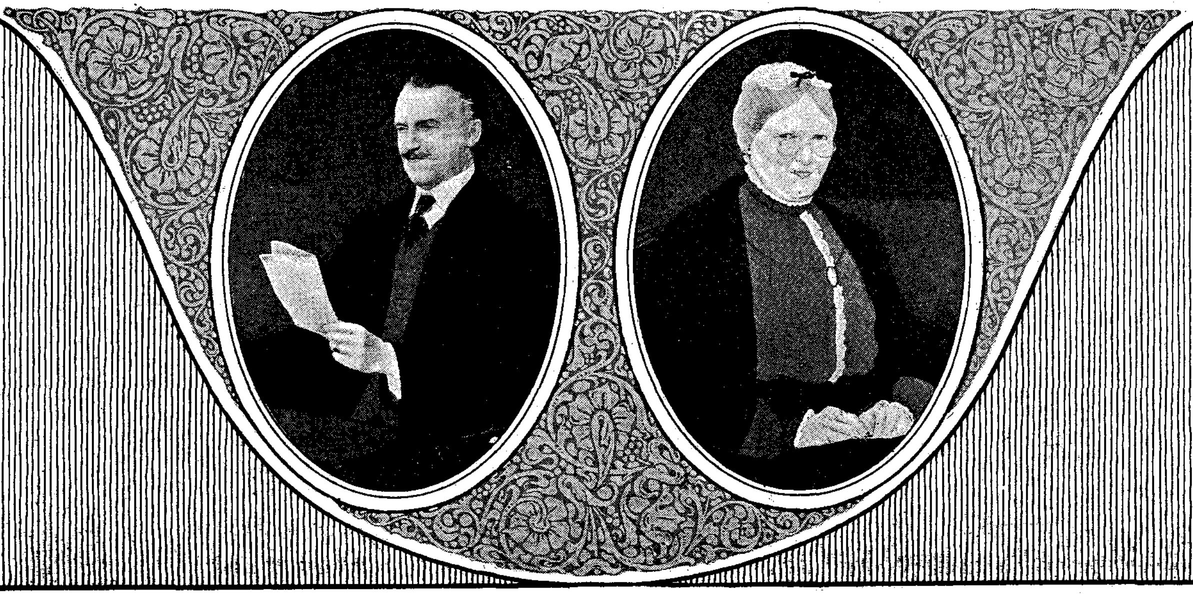
It is absolutely harmless. Try it.

All drug stores in U. S. and Canada. In bottles only bearing NUJOL trademark. Never in bulk.

Send 50c and we will ship new kit size to U. S. soldiers and sailors anywhere. Write for free booklet.

STANDARD OIL CO. (NEW JERSEY)
BAYONNE, NEW JERSEY

Nujol *for constipation*



German-Americans poured food into Germany by parcel post and other means. Condensed milk in particular flowed across the Atlantic. Regular depots existed in the leading American cities for the supply of food-parcels to Germany. India-rubber was also sent in large quantities in envelopes, but the chief supplies from the sympathetic German-Americans, Swedes, and others were food of all kinds.

Germany knows that she can get no sympathy now or food from anywhere outside, save what she is getting from certain neutrals by agreement. Her object now is to bluff the world into the belief that her food and financial situation is as strong as that of any other nation in the war. Her public men and press hark upon these topics continually. The balance-sheets of prosperous German concerns are issued by German wireless for the Scandinavian and Dutch press. There is no lack of paper-money prosperity. But there is grim and growing dearth of every necessity of life, including bread.

The slow, steady spread of hunger-typhus—as they call it there—makes no noise as yet, is never allowed to be referred to in the German newspapers, and will only become known here in England when the outbreak reaches dimensions that can no longer be concealed.

In commenting upon the fact that corroborative testimony as to his statements has been issued by the Bureau of Statistics at Washington as to the conditions in Germany and Austria up to September, 1917, he writes:

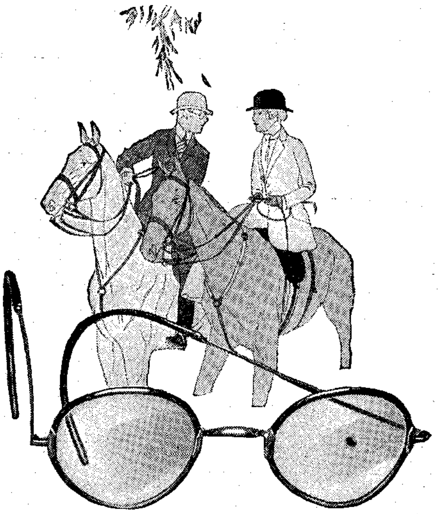
> Seven months have elapsed since then—seven months during which the British, American, and French blockade has at last been put to effective use; seven months during which Holland, Denmark, Norway, and Sweden have become so exhausted themselves by their sales to Germany that their own populations are on the verge of destitution and are therefore unable to export; seven autumn and winter months when nothing grows except appetites.

The result of these conditions can not but be evident in the appearance of the people, which he describes thus:

> The effect of the starvation diet on the women is to make the countenance of the average Berlin lady, which usually is not the Venus type, even more plain. At present, to walk along the Unter den Linden on a sunny morning is to meet face after face haggard and yellow, with deep dark rims around the eyes. It is not necessary here to dwell upon the effect of the impoverished diet upon motherhood and upon delicate people. The richest get to Switzerland or Holland if they can. There are cunning rich people who do obtain food by immense expense and underhand methods and risk of punishment. That fact is well known. The process is known by the German slang term of *schieben*, which means to "wangle" a thing by crooked methods.
>
> Food-grumbling is the curse of Germany to-day, and when the great smash comes I imagine that the Junker class will have a particularly bad time of it. For there has been a great deal of war-profiteering in Germany, open and flagrant. Food-supplies have been held back for a rise in prices; industrial companies have doubled, trebled, and quadrupled their dividends. The taxation of wealth has not been commensurate with the situation, and "victorious" Germany is full of bitterness. Thefts of food from trains and shops have become as common a crime as hoarding, which, even after three and a half years of war, is still going on. Pigs, geese, and rabbits are secretly fattened in cellars and sold to the *Schieber* (the people who buy or sell food by illicit methods) at enormous prices.
>
> Just before last Christmas I was glad to buy a secretly fattened fowl for $11.25. I was robbing one German of a good meal.
>
> One of the curious facts about the war is that furs seem more plentiful everywhere than normally. There is no lack of furs or of fine diamonds in Berlin. Friedländer's, in the Unter den Linden, is ablaze with gems and silver plate. Gratz, the well-known jeweler of Charlottenburg, told me that he had never done such business, despite the increase in the price of his wares. But unfortunately for the German health, it is easier to get pearls than pork.

Perhaps the most important phase upon which Mr. Pyke dwells is that of the undercurrent of revolutionary feeling in Germany. He says:

> I say without hesitation or fear of contradiction that the lack of food, which has been the chief cause of revolutions since the beginning of the world, has altered the whole situation of Germany in regard to the possibility of revolution. At one period of the war it was the fashion to say that the Germans were so docile and well drilled that they would never revolt. Then came the food-riots, strikes, and other demonstrations of unrest at Berlin, Essen, Hamburg, Kiel, Düsseldorff, Leipzig, and elsewhere, also in Austria, at Vienna and Prague, for instance. People then said that there might be a revolution in Germany after the war.
>
> The war has now entered an entirely new phase. It began in 1914, when the German nation, a confident and well-fed people, thought that their army would be in Paris in six weeks. The position to-day is that the destitute populations of Germany and Austria think that they will bring the English, Americans, and French to their knees by the capture of Amiens and the Channel ports. In the opinion of the Northcliffe newspapers, which I entirely share, and it is a view held by a great many thinking Germans, such undoubted successes for German arms would in no way affect the ultimate situation. What, then, will be the position of the German people? Will the riots spread? What will be the attitude of the soldiers whose sympathy with the sufferings of their wives and children at home is known to favor peace at any price? Will the German people be physically able to go on with the war? I believe not.
>
> I have been too long in Germany to be bluffed by the Kaiser's grandiloquent war-messages; nor are even his own people bluffed by them. On February 21, 1916, the Emperor spread his boastful report that his brave Brandenburgers had practically captured Verdun—thereby opening the road to Paris, the road to peace, and the road to food. He can still force his newspapers to fool the German nation. Many of his people are still being fooled, but hungry folk are not so easily duped as those who enjoy a good dinner.
>
> Unless some miracle brings many millions of tons of food into Germany and Austria in 1918, I share the view of many Germans that there will be trouble from within.


Shelltex Rimmed
Shur-on
EYEGLASSES AND SPECTACLES

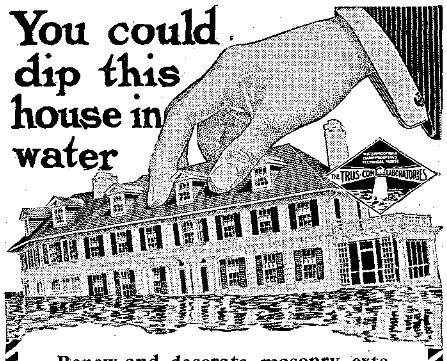
YOU'LL find that many of your friends wear Shelltex Shur-ons. Why? Because they find them good-looking, comfortable and economical. Try them yourself, and prove it.

The genuine (made only by Kirstein) bear the name Shur-on or Shelltex in the bridge. At your dealer's.

E. KIRSTEIN SONS CO.
258 Andrew Street, Rochester, N. Y.

Makers of rimmed and rimless Shur-on eyeglasses and spectacles. Established 1864.

An Accident is liable to happen to anyone—perhaps your dearest friend. Preparedness—*knowing what to do till the doctor comes*—may save the life of that friend. Get **"Emergency Notes,"** Dr. Butler's book, and *be prepared.* Cloth, 50 cents postpaid, from
FUNK & WAGNALLS COMPANY, New York


You could dip this house in water
TRUS-CON LABORATORIES

Renew and decorate masonry exteriors—stucco, concrete, or brick—with the liquid cement-coating, Trus-Con Stone-Tex. Formulated **specifically** for masonry surfaces; becomes an inseparable part of the wall, sealing all pores and filling hair-cracks. Unlike paints, it dampproofs, as well as beautifies. Therefore, cannot chip, flake or peel off.

Furnished in many pleasing colors. Applied [illegible] new or old walls. One of the famous Trus-Con waterproofing and dampproofing products—sufficient assurance of quality.

If your brick, stucco, or cement building is disfigured, or damp and unsanitary, use Stone-Tex. Write for information, telling your needs.

THE TRUSCON LABORATORIES
136 Truscon Building, Detroit, Mich.
We specialize in unusual paint requirements.
Write for advice

Renew Masonry Walls With
STONE TEX

SCOURING THE COUNTRY FOR THE ONE HUNDRED PER CENT. BAD BOY

WANTED:—The worst boy in America.

Any kids on your block that you think might size up to that specification? Of course you know lots of boys that are just plain "bad"—according to your lights—but naturally there is only one "worst" boy in the country, and he is wanted in Chicago. If you think you know him send word to Jack Robins and the delegation that recently left Chicago. That boy is going to be found, and he is going to be transplanted and made into a good boy in six months.

Joe Willens, seventeen, Mayor of the Boys' Brotherhood Republic; Manford Haskell, the City Clerk, and Jack Robins, the original "Big Brother" who founded the Republic four years ago, have started on a tour of the country looking for the 100 per cent. bad boy from fourteen to sixteen years old. Describing the novel experiment, a writer in the Newark *Star-Eagle* says:

> These two boys with Robins will hold public meetings in scores of cities and will confer with officials of juvenile courts, police departments, and settlement organizations. They will go into jails, workhouses, and reformatories in search for the worst boy.
>
> "He must be the worst boy in the whole country," Robins explained to me at the boys' city hall, while Mayor Joe added, "Just a bad boy isn't enough."
>
> If he is an inmate of a reformatory, eminent Chicago men who are trying to solve the world-wide "boy problem" through the Boys' Brotherhood Republic, will give bond to insure the return of the boy to the institution after the six months are up.
>
> Should the boy's parents or guardians desire it, a fictitious name will be given the "worst" boy when he is transplanted to the Boys' Republic, and no one outside the boys there will know that he is the worst boy.
>
> "Any boy can be reformed if work on him is started at the right time," said Robins. "That time is before he is seventeen. We take boys between fourteen and seventeen, and haven't failed on a single lad. Some of the boys—in fact, most of them—were habitual bad boys before they came to us. But I have never seen a bad boy under seventeen who stayed bad if the right effort to reform him was made.
>
> "Juvenile delinquency has increased 35 per cent. since the war started, according to the record of Chicago courts. I don't know what the reason is, but it is true in all countries at war. This must be stopt. We must conserve these boys to help win the war and for the good of our country after the war is over. These boys must take places left vacant by the Americans who fall in battle over there.
>
> "That is why we are starting this hunt for America's worst boy. We are going to show that the worst boy can be reformed. That will prove the possibility of reforming all the so-called bad boys. Most of these bad boys are not bad. But they will be bad if their boyish energy and enthusiasm are not directed into proper channels.
>
> "We make good boys out of bad boys by turning their energy and enthusiasm into the right channel. No, we don't preach to them. The other boys merely set the right example, and we provide plenty of safety valves for pent-up spirits.
>
> "By reforming the worst boy in the country, we hope to draw strong attention to the boy problem during the war, and believe a more earnest effort will be made in every city and every home to start boys right."

When the worst boy in Uncle Sam's big family is found he will be invited to go to Chicago and live at the Boys' Republic. His transportation from any part of the United States will be paid, and there are 250 good citizens in the Republic who are anxious to prove the theory that the only difference between a good boy and a bad boy is the way they are permitted to expend their surplus energy. Says Robins:

> "The bad boy, if not reformed, becomes the 'baby gunman,' the kid 'stick-up guy,' and if he goes to prison and not to the gallows he comes out a full-fledged bad man, highwayman, burglar, safe-cracker, gangster, and murderer for money. You can't reform him then, not without his own help, and 90 per cent. of them don't want to be reformed at that stage of their lives.
>
> "The moral is to get 'em young. That's why we hope to attract the attention of every mother and father to this hunt for the worst boy."

MARIE, QUEEN OF CONQUERED ROUMANIA, DEFIES THE KAISER

DECLARING that she would rather abdicate than rule over a country under German domination, Marie, Queen of Roumania, beloved of her people, refuses to recognize the peace treaty between her little country and Germany. And the Queen's children are of the same mind.

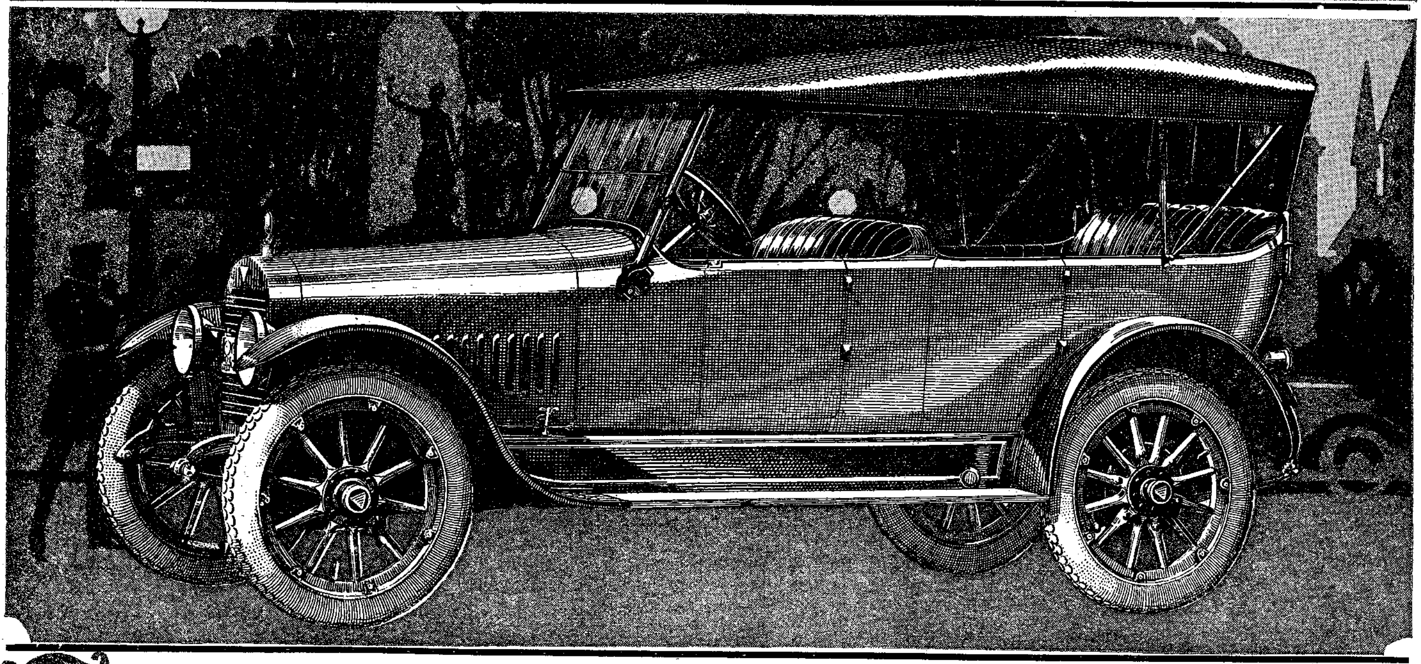
Roumania probably presents one of the saddest examples of the tragedy that follows in the wake of war. Three million of her eight million inhabitants, once happy and prosperous, are dead, slain by war or accompanying disease. Those who are left—driven back from the fertile plains into a strip of sterile land lying on the border of Russia—are crowded into a territory of less than a third of the original size of the country.

Members of the American Red Cross sent to assist the sufferers soon realized what a futile thing is imagination when confronted with the hard facts concerning the stricken nation. An official bulletin issued by the Society says:

> In Jassy, the provisional capital set up by the indomitable Queen Marie, they found civilians and sick and wounded soldiers dying in the streets. There was no room for them to die indoors.
>
> Wounded soldiers, that is, the fortunate ones, were lying three in a bed in the hospitals. The less fortunate were piled one upon the other on the cold floors without proper clothing or covering. There was no means of disinfecting clothes or destroying vermin. An epidemic of typhus had already started.
>
> On the streets one found the so-called "convalescent" soldiers, discharged prematurely from the hospitals to make room for the constant stream of incoming patients, wandering drearily around, mere shadows of men waiting for the relief of death. With the civilians it was the same story. Food and medicines were at a premium. Only the strong, those who had a surplus of vitality, could expect to survive.
>
> But even Jassy, with its normal population of 70,000 run up almost overnight to 300,000 by the influx of starving and exhausted refugees, did not tell the whole tragic story of Roumania. The little mountain villages just back of the battle-lines contributed their individual quotas of suffering. Threatened daily by shell-fire and bombs from the raiding aeroplanes of the enemy one would think that the inhabitants of these little villages would have fled to other places; but with a hope born of confidence in the bravery of the Roumanian Army and its ability to drive back the Teutons, these peasants continued to linger in the danger-zones, even when starvation became an added menace.
>
> Representatives of the Red-Cross Commission found inhabitants of two of these villages picking in the fields wild grass for food, a kind of fodder that the American farmer would think twice about before feeding it to his cattle. But that was not the worst discovery that the Commission made.
>
> In the little village of Seltiu, in the district of Putna, they found a squalid shack of wood and mud occupied by three little children. Their mother had succumbed to typhus. Their father was a soldier at the Front. The eldest, a girl of ten, was acting as mother to a boy of four and a little sister of seven. The boy was lying helpless on a bag on the stone floor, his face eaten partly away by a malignant skin disease. The bones stuck out all over his tiny body. The girl was little better off. There were neither relatives, friends, nor any Government agency to give relief to these unfortunate babies.
>
> The Commission found other cases, equally heart-rending, and buckled down to the work of bringing relief to the wretched little nation with an intensity born of desperation. For it was no easy thing to get relief to Roumania. Transportation facilities had broken down. In Roumania itself, money was practically worthless, as there were no food or medical supplies left in the remnant of the kingdom. Everything had to be brought via Russia.

The last Englishwoman to leave Roumania was Miss Leila Milne, who recently reached her home. For ten years she was the close companion of Queen Marie and the English governess to the Princesses. To a writer in the New York *Tribune* she said:

> "The court of Roumania is perhaps the most simple, and certainly the most national, court in Europe. There is none of the stiffness of German ceremonial; indeed, the atmosphere is French in its traditions. The King and Queen are accessible at all times to the very least of their people, ready to discuss their plans or to redress their grievances. All day long people call at the palace, and if Queen Marie is at home she will see them at once. Luncheon is the most democratic function imaginable. Any one and every one who happens to be there is asked to the meal. It was King Carol and Carmen Sylva who



How Soon Will Premiums Be Paid For Super-Sixes?

Soon, it Seems, People will Pay Extra Prices to Get the Car of their Choice

It is not a new condition for people to pay premiums for prompt deliveries of Hudsons.

There have been many times when that situation has obtained.

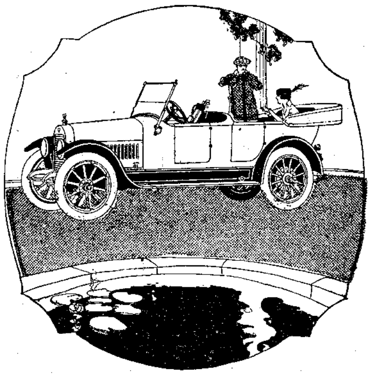
It bids fair to be repeated again—soon.

This time the reason lies in the growing demand for cars of proved quality.

That demand grows.

More and more people can buy cars than ever before could afford them. But the supply grows less. Realizing the situation, still other thousands desire to get rid of the cars they now own that they may get new proved reliable cars that may be relied upon to serve them through the uncertain times ahead.

They know the growing difficulty of getting efficient automobile repair service. Consequently, they will not hazard their motor car needs by retaining a car that is dependent upon constant mechanical supervision.



So they, too, turn to the Hudson Super-Six.

They, having owned and used motor cars for several years, know what the Super-Six may be relied upon to do.

They watched the way it made its reputation on the speedway, in road races, in a double transcontinental race against time and in the most famous hill climb to the highest altitude to which a motor car was ever driven against time. They know the Super-Six defeated all contenders. And they further know how it has served others who have put it to the most severe tests.

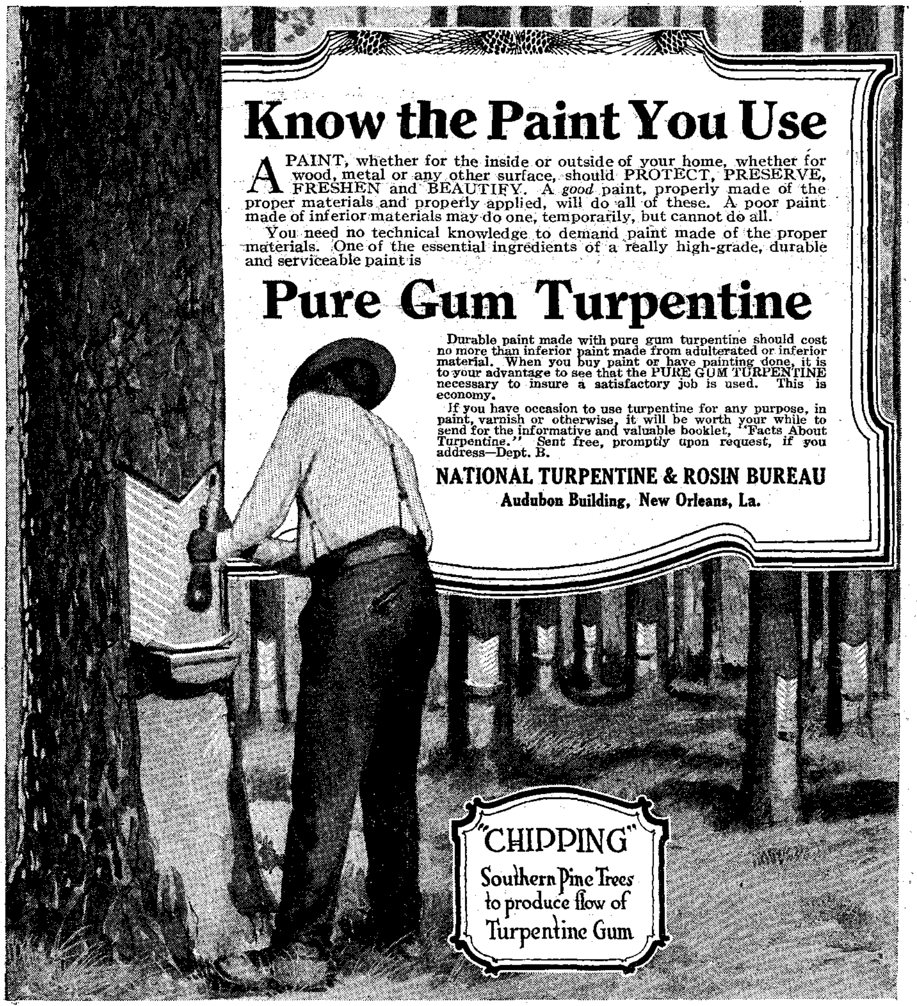
That is why they have chosen the Hudson.

It is the reason, also, why you too can rely upon it.

Production cannot be increased, but demand shows how much motorists desire the Super-Six.

It is a case of the early bird if you will want a Super-Six this year.

Hudson Motor Car Co., Detroit, Michigan



Know the Paint You Use

A PAINT, whether for the inside or outside of your home, whether for wood, metal or any other surface, should PROTECT, PRESERVE, FRESHEN and BEAUTIFY. A *good* paint, properly made of the proper materials and properly applied, will do all of these. A poor paint made of inferior materials may do one, temporarily, but cannot do all.

You need no technical knowledge to demand paint made of the proper materials. One of the essential ingredients of a really high-grade, durable and serviceable paint is

Pure Gum Turpentine

Durable paint made with pure gum turpentine should cost no more than inferior paint made from adulterated or inferior material. When you buy paint or have painting done, it is to your advantage to see that the PURE GUM TURPENTINE necessary to insure a satisfactory job is used. This is economy.

If you have occasion to use turpentine for any purpose, in paint, varnish or otherwise, it will be worth your while to send for the informative and valuable booklet, "Facts About Turpentine." Sent free, promptly upon request, if you address—Dept. B.

NATIONAL TURPENTINE & ROSIN BUREAU
Audubon Building, New Orleans, La.

GOOD COMPANY
GOOD DINNER
GOOD SPEECHES
AND
CLYSMIC
OF COURSE
KING OF TABLE WATERS

started the custom. I remember very well one day, when the old King was alive, his sitting down with the man in charge of the redecoration of the palace. He talked about wall-papers and discust white-washing with the King without the least embarrassment. The same sort of thing still continues. There is always a large luncheon party at the palace, tho since the war there is not very much for the guests to eat.

"Queen Marie identifies herself with everything associated with the life and traditions of the people. She is present at local festivals, and has taken infinite pains to collect the legends of the country, which, told in a simple and literary form, are circulated among the people. Queen Marie is specially concerned in the National Theater, at Bucharest, where only plays by native dramatists are performed. I have sometimes found it a little trying to sit through a four-act drama by a local playwright. Queen Marie, however, unflinchingly endures these performances. The children have an intensive love for their country. I remember speaking of Ireland (for which I have great affection). I happened to say that 'after all it is the only country worth talking about.' Immediately Prince Nicky, aged twelve, gave me my answer. 'That,' said he, 'is what we feel about Roumania.'"

Shortly after the first air-raid on Bucharest, the Queen's household was moved to Bafftea, but the Queen refused to give up her hospital work and motored every morning at eight o'clock to the hospital in Bucharest. Miss Milne says:

"I wish I could express the extraordinary effect the Queen's coolness and indifference to danger has upon the people. Always in close touch with them—since the war she has literally lived among them—and from eight in the morning till late at night is working in the hospitals with relief committees, sympathizing with some poor soul who has lost a son or husband at the Front, arranging for special comforts for sick children or aged people. Always a very beautiful woman, her face has gained in strength of purpose these last years, and the wounded soldiers regard her as a saint.

"After the evacuation of Bucharest, at Jassy Queen Marie started the hospital in which she and the princess still work, and where I also did my share of nursing. Typhus, as you know, is a particularly malignant disease and can be transmitted with terrible facility, but I never once saw her flinch from running very serious chance of contagion. She visited the typhus patients like the wounded every day, and each one of them as she came to the bedside would stretch out for her hand and kiss it with an almost devotional loyalty. Princess Mignon is equally fearless, and was extremely proud when she was permitted to assist in the operating theater. The hospital is under the medical direction of Dr. Armstrong, an Englishman.

"I do not know how the little children in the villages would have been fed but for the American Mission. The Germans had seized all supplies in the occupied territory and there were no reserves of corn at all. Large quantities were brought from Vladivostok in spite of the difficulties of transport and the Queen and Colonel Anderson mapped out a scheme by which each district, each village, and each child had its due share. One of the roomiest cottages of the village was chosen by the committee as the general dining-room, and at midday the long table was set with wooden bowls of porridge, which the children ate in relays. A similar meal was given in the evening, and thousands of little ones by this means were saved."

PASSING OF THE OLD NEWSPAPER WHERE MARK TWAIN "DEVILED"

ANOTHER link with the past in which Mark Twain moved has been snapt by the passing of the Hannibal *Morning Journal*, which, after enjoying an existence of nearly three-quarters of a century, has quietly sunk its identity in *The Courier-Post*, an afternoon contemporary. Telling the story of the passing of the old Missouri newspaper, the Kansas City *Star* says:

For a great many years the Hannibal *Morning Journal* was one of the best-known papers in Missouri for two reasons. It kept standing in a line over the first page the statement that "Mark Twain Worked as an Apprentice in This Office." The other was that Col. John A. Knott was its editor and manager. Colonel Knott enjoyed a wide acquaintance in the State politically, and was recognized everywhere as one of the Democratic "wheel horses." He died about a year ago.

With Colonel Knott's passing not even the prestige of Mark Twain's early-day work in the shop could tide *The Journal* over the hard situation created for newspapers by the war.

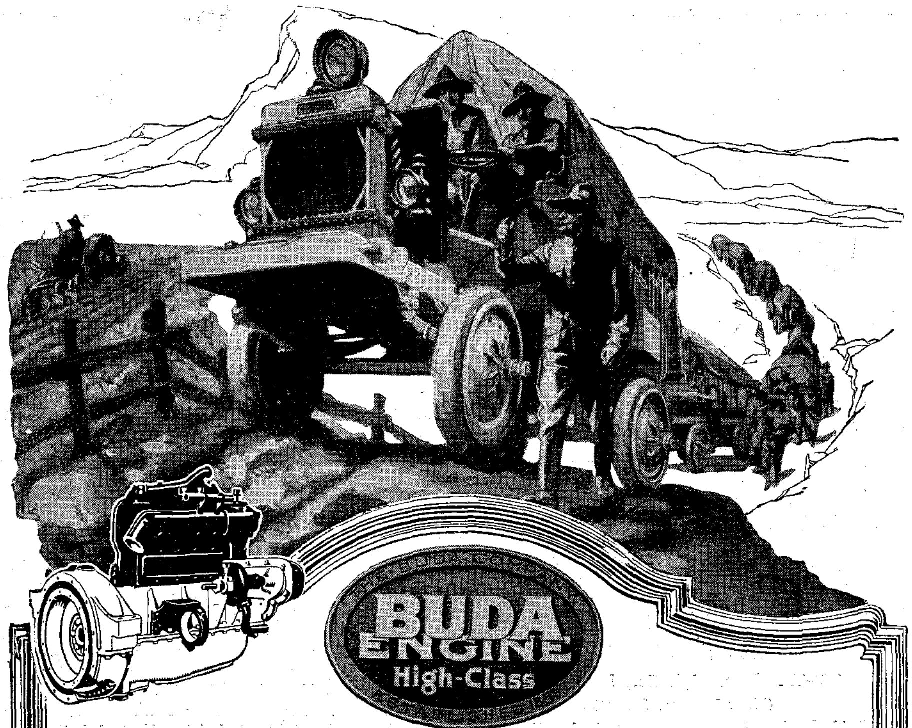
The Journal was originally published on a second floor of a three-story building on Main Street. The printing-machine was a hand-press, with the speed of about three hundred copies an hour. Orion Clemens was editor and publisher and his younger brother, Sam, was "handy man"—roller boy, typesetter, mailing clerk, and carrier. Alex Lacey, who worked in the office for a while, said the thing he remembered most about Sam was that "he could get more ink and grease on him for the amount of work he did than any boy I ever saw."

Hannibal didn't realize it at the time, but the ink-spattered boy was often getting in the little hand-press weekly gems of humor that would have made a hit in New York or London. Once Orion had to go off on a business trip somewhere, and with some misgivings he left Sam in charge. The editor *pro tem.* worked overtime in getting out his idea of a newspaper. A love-stricken local poet sent in some verse dedicated to "Mary in H—l." Of course he meant Mary in Hannibal, and Sam knew he did. But he put this in brackets under the poem: "We'll let this thing go this time, but the next time Mr. —— wishes to communicate with his friends in H—l he'll have to select some other medium than this paper."

A rumor swept about town that a certain physician had tried to drown himself in Bear Creek, but made a fizzle of it. Sam sharpened his jack-knife and worked late at night whittling out a sketch of the would-be suicide on the back of a big wooden letter. The sketch showed the doctor hunting "easy water" with a cane.

The local cemetery committee was ripped up the back in an ingenious way. An old inhabitant, recently buried, came back to life and as he pottered around the weed-grown graves and tottery tombstones he told what he thought about such neglect.

About everybody worth mentioning got in the paper while Sam was at the throttle,


BUDA ENGINE High-Class

THE BUDA IN WARTIME

By its adoption, unchanged in all essentials, for some of the severest of war services, the BUDA ENGINE has been paid the highest possible compliment.

Made by THE BUDA COMPANY, Harvey (Chicago Suburb), Illinois

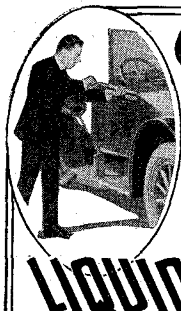
THE BUDA ENGINE
"HIGH CLASS"

WIGS AND TOUPEES
Scientific Patent Life Like Toupee, patented June 29th, 1915, with nine superior claims. Sent on approval. Catalog FREE.
Lombard Bambina Co., 113 Munroe St., Lynn, Mass.

HARDENING AND TEMPERING STEEL

An up-to-date, easily understood explanation and guide to the heat treatment of all kinds of steel according to the best American and European practise. *Cloth, profusely illustrated. By mail, 83 cents.*

Funk & Wagnalls Company, 354 Fourth Ave., N. Y.


Clean Your Car for 5¢
SPRAY IT WITH
AUTO
LIQUID VENEER
Saves washing, cleans off dust, mud. Polishes, renews finish. Quart bottle and sprayer, $1.50. Money-back guarantee.
BUFFALO SPECIALTY CO.
361 Ellicott Street Buffalo, N. Y.

—JUST PUBLISHED—

THE LIFE OF GOD IN THE LIFE OF HIS WORLD
by JAMES MORRIS WHITON, Ph.D.

Focuses the light of modern thought on such difficult theological problems as

Who and What is God?
Is He One, or Three, or Three in One?
How Does He Reveal Himself to Man?
What is the Relation to Our Daily Life of Work, and Rest, and Play?

and restates them in practical and easily understandable form. A broad, humanizing, thought-compelling book. *12mo. Cloth, 60 cents; by mail, 64 cents.*

FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, New York

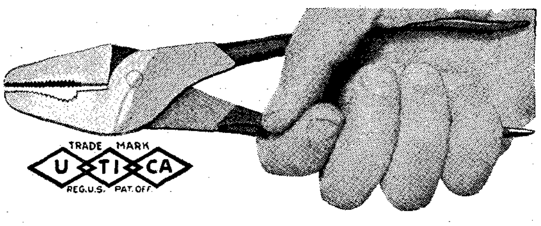
SAVE by Repairing!

many of the little things about the home, office or auto. Without waiting for mechanics, repair it yourself—easily, quickly, permanently—with the aid of

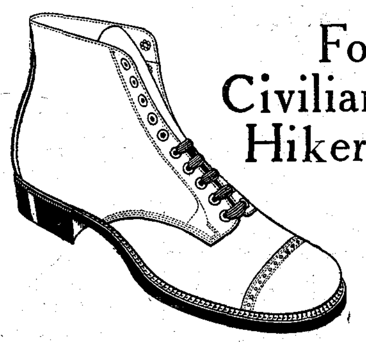
UTICA the finest PLIERS

Leaky water faucets, gas jets, kitchen utensils, sewing machines, carpet sweepers, furniture—a thousand things can be easily and permanently repaired if you have a Utica Plier. It will do quickly what your fingers alone can't do. The handiest tool in home or office. Ask your dealer to show you different styles of Utica Pliers.

Plier Pointers Free



UTICA DROP FORGE & TOOL CO., - - - Dept. C, UTICA, N. Y.



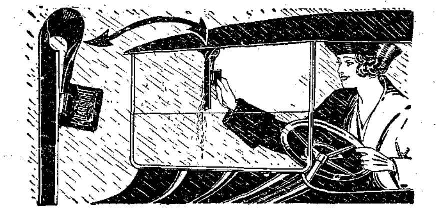
For Civilian Hikers

THIS Army Shoe by Coward is just as great a piece of footwear for men in civil life as for our soldiers. You'll find it a pleasure to own a pair. Tough in wear but of such willing friendly leather that every step is one of thorough, five-toed comfort. Shaped to clasp the heel and instep firmly. Ideal for rough walking in wet or dry. We make an army model for women too.

JAMES S. COWARD
262-274 Greenwich St., New York
(Near Warren Street)
Sold Nowhere Else *Mail Orders Filled*

The
Coward Shoe
"REG. U. S. PAT. OFF."

THE RIGHT WORD — English Synonyms, Antonyms and Prepositions, by James C. Fernald, L.H.D., shows how to command it. Contains 8,000 discriminated Synonyms and nearly 4,000 Antonyms. Cloth, 724 pp. $1.50 net; postage, 12c. Funk & Wagnalls Company, 354-60 Fourth Ave., N. Y. — IN THE RIGHT PLACE



Just one easy motion across and the
KLEAR-SIGHT WINDSHIELD CLEANER
gives you a clean dry glass. Clings firmly to the shield. Ready for instant use from either side of shield.
Handsome and durable. Made of sturdy steel with rubber squeegee. Drawn spring steel ensures uniform contact over all. **Heavily Japanned**........ **$2.00**

Before KOR-KER Punctures were Unavoidable

But for five years thousands of motorists have been free of punctures and slow leaks and have increased their tire mileage by using KOR-KER Tire Treatment. Preserves rubber,—positively beneficial. Not a filler. Seals punctures—stops slow leaks—reduces blowouts to a minimum. Maintains normal inflation. These are absolute facts which can be verified.

3x3½-inch tires $8.00 for set 4 tires
4x4½-inch tires 10.00 for set 4 tires
5x5½-inch tires 14.00 for set 4 tires

Price includes Installation Device. If there isn't a KOR-KER dealer near you, write us direct. We will send you detailed facts and figures.

ALCEMO MFG. CO.
79 Bridge Street
NEWARK, NEW JERSEY

and crowds stood around the doors on publication days waiting for the paper to come out. Several fellows with blood in their eyes rushed in to mop up the floor with the editor, but, seeing only an innocent-looking boy there, contented themselves with saying things in high-keyed voices.

But the farmers liked it. It was the townfolk getting the roasts. When Orion got back and found the uproar his little brother had created, he started to have a fit, but when Sam led him over to the corner of the office and showed him the big pile of potatoes, cabbage, and turnips the farmers had brought in on subscriptions, and some real money for horse and sale bills Orion decided it might be for the good of the office for him to make another trip.

But of course Hannibal did not know that it had a real humorist "in its midst." A little encouragement might have kept Clemens "in town" and robbed him of his fame and the world of its enjoyment. But Hannibal only thought of "Sam" Clemens as a practical joker who needed watching. *The Star* says:

> While Sam Clemens was acting as everything, from roller-boy to subeditor in the *Journal* office, writing his little local hits and having fun with everything and everybody, and while no one ever supposed the lad ever took time for a serious thought, he was gathering mentally the material for "Tom Sawyer," "Huckleberry Finn," and working out the great character of "Colonel Sellers," so forcefully drawn in "Gilded Age."

LETTERS FROM THE FRONT TO THE FOLKS AT HOME

RICHARD D. BROOKE, who is in the ambulance service in France, was in the thick of the fighting at Noyon, as a result of which he is now convalescing in a hospital back of the lines suffering from shell-shock and bruises. Considering the experiences through which he passed he is fortunate to be among the living. On April 8 he wrote to his mother, 5849 Washington Avenue, West Philadelphia:

> The past week is easily the worst I have ever spent. Our division is the one you have probably read about as the one that stopt the Germans and saved France.
>
> We arrived behind Noyon to reenforce the English and entered the city at night, not knowing that the Germans were already in it. We stopt our convoy on the outskirts, unloaded the luggage, and went after the troops. We did not have to go far for they came back on the run with the *Boche* machine guns working all the time. Unknown to us, the English had retreated and we were in direct contact with the enemy.
>
> How we escaped I do not know, but we lost everything. Personally I have only the clothes I have on and a razor. My watch, the gloves you sent, sweaters—everything was captured. Our division retreated two kilometers and took a position on a hill, the Germans advanced in mass formation and the 75's were fired at zero—that is, the shell exploding thirty feet from the muzzle.
>
> The Germans fell back and waited for their cannon and when they came it was hell. That's the only word. We had but one road to use for evacuation and it is perfectly straight for four kilometers, in plain sight of the Germans. I went through it ten times. My car was hit eighteen times by pieces of shell and lost its radiator. Other cars had tires blown off.
>
> Our post was four hundred yards from the first line and we evacuated in daylight—imagine! A car twenty feet from me was completely demolished by a big shell.

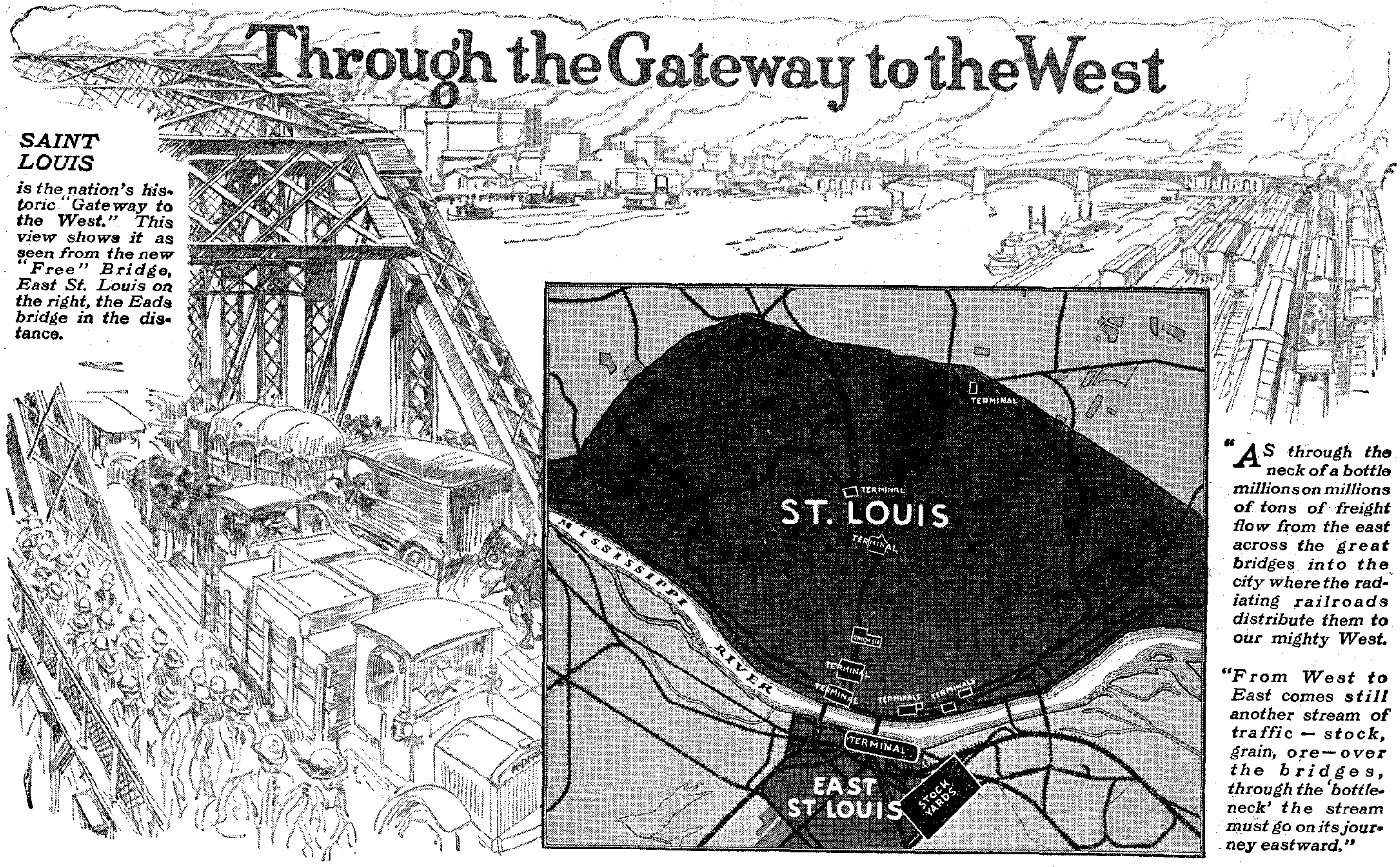
Brooke writes that the Germans located their camp and shelled it for three hours. "Do not believe any one who says the Germans respect the Red Cross." He continues:

> That is not nearly all. Last night I went up to a post with Carey Evans, an Ohio State College boy. The Frenchmen would not allow us to park our cars at the post on account of the shelling, so one of us stayed by the car and the other went to the post. When they managed to get a *blessé* through the barrage it was my duty to run across the field and get the car. It rained shells all the time.
>
> Well, one particular battery tried for half an hour to get the range of the post. They dropt them on the roof and in the courtyard, and finally they dropt two in the archway and hit two soldiers who had run in there for shelter. We heard them screaming and ran out and brought them in. That started things! I ran over for the car. Just as I got out of the archway and across the ten-foot road two more broke. I fell into a shell-hole and was uninjured.
>
> Then I ran across the field and got Carey. We drove over in the car and the shelling had stopt. Four stretcher-bearers and the assistant doctor came out to put them in, I closed up the gate at the back of the car, Carey started, and I jumped onto the running-board. Then a shell hit us. Two of the stretcher-bearers were killed. I was between them and the shell. Carey was hit three times, the doctor had his leg blown off, and the two others were severely wounded. I was knocked out of the car but was not hit—the only one!
>
> I knew there would be two shells—there always are. I dropt the gate at the back so the two wounded could get out, and ran to the *abri* with the doctor. He is a big man and I had some trouble. Still the shell did not come and I went back for Carey. He was wedged between the brake and the steering-wheel, and I had to retard the gas and let off the brake so as to stall the motor and get him out. I carried him to the dugout and he died in five minutes without regaining consciousness.
>
> Fifteen minutes later I had to drive the wounded down that road with a flat tire. That second shell never came.

Cadet Hal Irby Greer, of the United States Air Service, A.E.F., had not got into the fighting when he wrote to his mother in Laredo, Texas. He had hoped to be ready for the "big spring drive," but apparently had not had sufficient preparation at the time of his letter, which his mother has sent to THE DIGEST. He writes from France:

> Here I am, in a quaint old hotel in one of the largest cities in France on one of my seldom-allowed *permissions*.
>
> I've just graduated in "aerial gunnery" from one of the largest and most efficient schools in the world, and leave shortly

Through the Gateway to the West



SAINT LOUIS

is the nation's historic "Gateway to the West." This view shows it as seen from the new "Free" Bridge, East St. Louis on the right, the Eads bridge in the distance.

"As through the neck of a bottle millions on millions of tons of freight flow from the east across the great bridges into the city where the radiating railroads distribute them to our mighty West.

"From West to East comes still another stream of traffic — stock, grain, ore — over the bridges, through the 'bottle-neck' the stream must go on its journey eastward."

How Federals Help Solve the Terminal Problem

Even before the war, St. Louis was quick to adopt the motor truck as a vital aid to her wonderfully developed terminal system.

The towering bodies of powerful Federals soon found their place amid the roaring babel of the mammoth terminal freight sheds.

But with the war, however, motor trucks showed their full possibilities. Traffic congestion became greater than ever before.

Necessary regulation abolished the convenient "trap" car that collected and distributed freight locally on both sides of the Mississippi.

The terminal problem was therefore tangled anew, but Federals proved themselves equal to the emergency.

Unfettered by rails, they are more than supplanting the banned trap car. Wherever business requires and a road leads, they are going.

In the great commission districts, over the bridges, at the packing houses—for wholesaler, manufacturer, shipper, they are doing their part toward keeping the flow of traffic unimpeded through the bottle-neck.

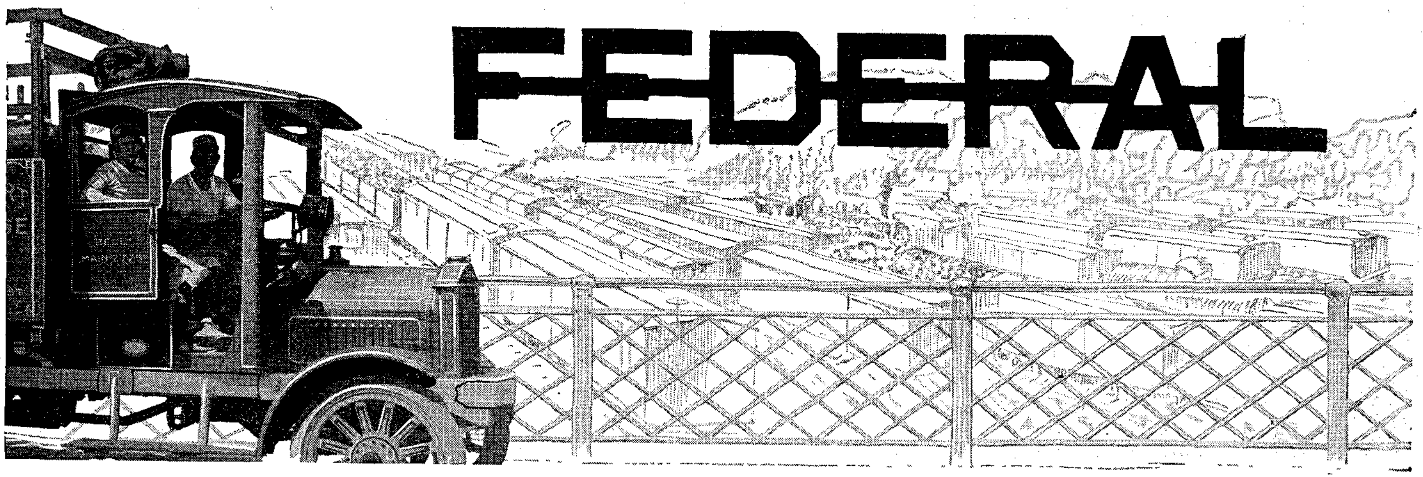
Every city has its terminal problem. In every city, Federals are helping to meet the situation.

Unfailing dependability, so essential in work of this sort, makes the Federal name familiar at all the great terminals of the country.

Federal Motor Trucks, Capacities, One to Five Tons

Federal Motor Truck Company   Detroit, Michigan

FEDERAL



FIVE U.S. GALLONS NET
HAVOLINE
OIL
IT MAKES A DIFFERENCE
MEDIUM
INDIAN REFINING CO
NEW YORK CITY

If you could watch HAVOLINE in a cylinder

REG. U.S. PAT. OFF.

IF you could see the cylinders of your automobile motor cut in half with the piston going, you would see the real reason for Havoline Oil.

You would see a film of oil evenly spread between piston rings and cylinder side. You would see the piston moving with the lightning-like rapidity of hundreds of strokes per minute.

You would see heat as high as 3000° at the cylinder head, with the walls below at some 400°—heat which the most perfect cooling system could not prevent from ruining your motor were not good oil protecting the closely fitting steel surfaces.

It takes an oil like Havoline to maintain this film constantly even and indestructible under the wear and great heat in your motor. One little break in that protecting oil film would put dry metal against dry metal, and friction would quickly get in its deadly work.

Then, too, that fine film of Havoline between piston and cylinder wall acts as a seal to prevent the gases escaping between cylinder wall and piston. If these gases should break through they would eat into the oil, kill its lubricating quality, and then would begin your motor's break-down. If you could see this you would know that Havoline is the safest oil you can give your motor under all conditions.

Havoline Greases are compounded of Havoline Oil and pure, sweet tallow. Clean to handle and correct in body.

HAVOLINE OIL

REG. U.S. PAT. OFF.

"It makes a difference"

Indian Refining Company

Incorporated

Producers and Refiners of Petroleum NEW YORK

for another school, where I receive advance instructions in flying, etc., before going to the Front. Yesterday afternoon I sent you a cablegram telling you that I was in school and well, so that you would not be worried for fear that I was in this tremendous battle going on now.

A little over three weeks ago I had a chance to volunteer for the kind of aerial work that I wanted, so I put in my name. I will be a "Bomber," "Fighting Observer," and "Aerial Gunner." You possibly know what a "Bomber's" work is. That of a "Fighting Observer" is rather vague to me, but entails the direction of artillery-fire and general observation work. The work of a "Chasse Plane" (monoplane fighter) didn't appeal to me, so I gave up the idea of becoming a "pilot." After all, to my way of thinking, the man who handles that machine gun will be the *doctor!* Besides the fact that the Government needed men badly of the class I mentioned, I had selfish motives in getting into it. Fewer men are volunteering for it, and if I *make good*, and have good luck, advancement will come far, far quicker for me.

That school where I've just finished is a magnificent place, a wonderful course. I can not go much into details of what my work was. Suffice it to say all of us who went through the course learned to shoot! We could hit balloons the size of those they sell on the street at the circus and, just like them, loose in the air, in a ten- to twenty mile wind, at one, two, and three hundred yards with a machine gun! At the traps with a shotgun I could break eight out of ten consistently and hit a balloon as I described above at four hundred meters on water with a carbine about once out of twelve shots, and I wasn't much better than the average among us.

Ah! But flying! That's the game! I have been at it several weeks now—have been up a mile high several times. They tow an aerial target with one plane, and you shoot at it from another plane. On that target I hit about five shots out of ninety-five to one hundred, which is again a little better than average. The gunner isn't strapped in, but moves around in his turret to manipulate the gun. I forgot to say it is a machine gun. You lose all realization of being in the air. I was standing up once on tiptoe leaning out to shoot at the target almost directly beneath me, and had lost all sense of being in the air. Of course, I was in no danger of falling out, tho.

The gunner's seat is on a spring, which folds it up when he leaves it. When I had finished shooting I was straightening my gun out with my left hand, and feeling for my seat with my right to fold it down, couldn't find it and looked around. The pilot had taken his hands off the "controls" and had the seat ready for me! He grinned at me and I grinned back and sat down! You see he didn't want me falling in his way or on his control wires. The pilots are all young Frenchmen back from the Front and full of "pep" and spirits. Most of them have got their one, two, or three "*Boche*" or more. They are a fine lot to know; they seem delighted and astounded with the way we take to flying as a rule, and also that we keep our heads and presence of mind. Looking forward to flying for *months*, I wondered if I would be nervous the first few times. Really, I wasn't. You are so absorbed with your work and in the beauty of the earth beneath you that you never think of anything happening. Of course, the old "busses" we rode in are as safe as a rocking-chair, and we weren't in any danger at all from falling.

You've no idea how beautiful the earth is from a mile's height in the air. Roads look like little white scars, trees look like little green bumps, fields like beautiful little pin-cushions, buildings like orderly little blocks that you build toy-houses with, the water like flashing sapphires, and the fine cool air! Just as fresh as that in the mountains. I went over one little cloud and it seemed funny to have a part of the earth look so misty and dim and the *other* stand out so clear in the sunlight.

And the "sweet riding!" Just as smooth as can be except when you hit a "bump"! Really you do; it's just as much of a shock as when you strike an uneven place in the road with a car. The first time I came down in a "tight spiral" I must confess it was a trifle disquieting, then when he "noses her over" steeply in a dive for the ground "it do 'pear like," as Uncle Remus says, that it rushes up at you awful fast. It's truly remarkable what they can do with planes. Of course, I've seen all the maneuvers they go through at the Front, the "acrobatics," etc. You couldn't believe what I could tell you. All flying in the States is tame in comparison.

Here is an interesting letter from Corporal C. S. Turpin, of the Marines, describing a brighter side of the life "over there." It is written to his parents in San Francisco, and is published in *The Chronicle* of that city. The Corporal recently dined with his laundress, and he writes:

We had a very interesting dinner with our "wash-lady": a delicious tapioca *consommé*, an *omelette*, a *sauté* of Belgian hare, fried potatoes, with a roast shoulder of veal and dandelion salad. The crowning surprize was an open-front apple pie, very much like the pastry that we have had in San Francisco. We finished with *café royal* (black, with much brandy therein). We also had war-bread and butter, with jam made of little damson plums about the size of cherries, which was delicious.

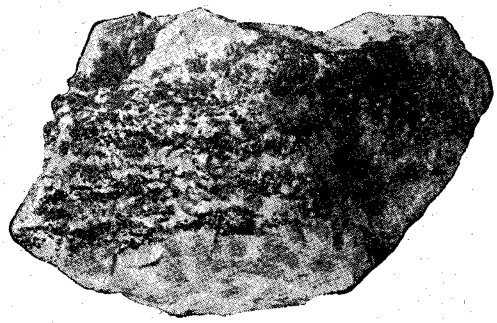
We had the usual sour red wine. They drink no water over here, so we have had to accustom ourselves to "Heinze Delight." It is sour and wet and absolutely harmless. Quite some dinner to have with one's laundress. She is full of chatter—all these people are—and I learned that her son, twenty-five, was with the French marines at Constantinople and is now invalided in Paris, and she is acting as guardian to her three grandchildren, on nothing at all. "Red" and I, with much difficulty, made her accept twenty francs for the dinner, and it was certainly worth all of that.

I am getting along very well with the language, and find that the four years in the University were not wasted, altho I am kicking myself for not learning more of it.

The people are more than friendly, and while we come in contact with only the townspeople and the peasants you would be surprized at their domestic efficiency. New England thrift and cleanliness isn't in it. These people cook a complete and most delicious meal out of next to nothing and over an open wood fire, using just about as much wood for the whole operation as we use for kindling.

There is nothing I can say about the situation over here, except that to us the prospects are bright enough.

We left soon after I mailed you the first postal from the ship and have at last got fairly well settled in a little village in France, and are quite comfortable. We are



Zinc Ore

Here and there throughout the country Nature hid away a metal so essential to mankind that a great American industry has grown up around it. *This metal is Zinc.*

Zinc protects the millions of miles of telegraph and telephone wires from rust. It gives greater weather resistance to paint. It puts the durability into automobile tires. Without Zinc there would be no such metal as brass. Zinc is used in dyes, dentistry, medicine, batteries and glass—its uses are almost endless.

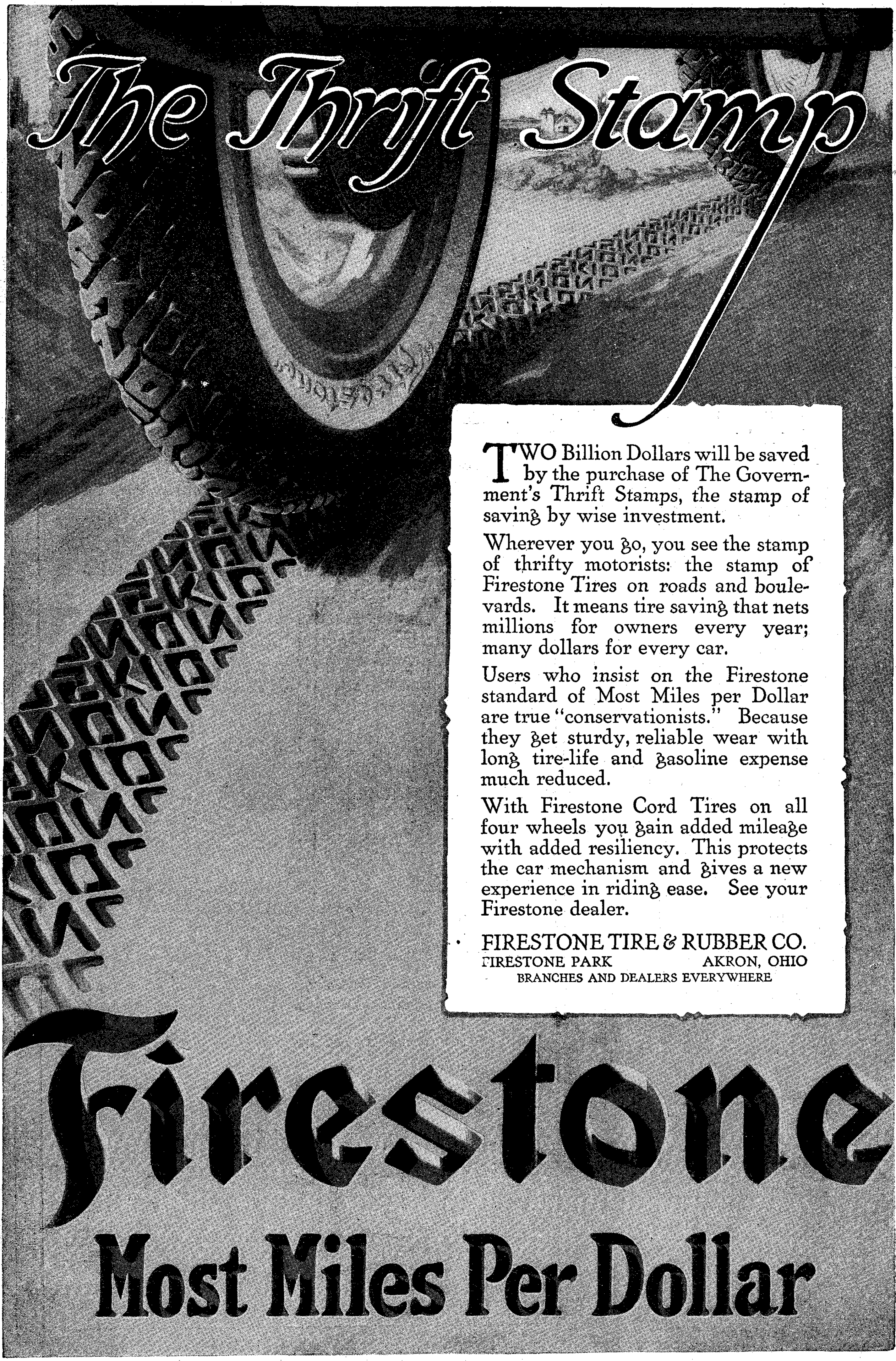
The New Jersey Zinc Company is the pioneer in the development of Zinc. Its mines and smelters are located wherever the best Zinc Ore is obtainable. Its processes are the result of 70 years of experience and research.

THE NEW JERSEY ZINC COMPANY
55 Wall Street, New York
ESTABLISHED 1848
CHICAGO: Mineral Point Zinc Company, 1111 Marquette Building

Manufacturers of Zinc Oxide, Spelter, Spiegeleisen, Lithopone, Sulphuric Acid, Zinc Strips and Plates, Zinc Dust and Zinc Chloride

The world's standard for Zinc products

New Jersey Zinc Co



TWO Billion Dollars will be saved by the purchase of The Government's Thrift Stamps, the stamp of saving by wise investment.

Wherever you go, you see the stamp of thrifty motorists: the stamp of Firestone Tires on roads and boulevards. It means tire saving that nets millions for owners every year; many dollars for every car.

Users who insist on the Firestone standard of Most Miles per Dollar are true "conservationists." Because they get sturdy, reliable wear with long tire-life and gasoline expense much reduced.

With Firestone Cord Tires on all four wheels you gain added mileage with added resiliency. This protects the car mechanism and gives a new experience in riding ease. See your Firestone dealer.

FIRESTONE TIRE & RUBBER CO.
FIRESTONE PARK AKRON, OHIO
BRANCHES AND DEALERS EVERYWHERE

quartered in the loft of a winery on a beautiful estate, with portable showers and other comforts.

The Y. M. C. A. is well established over here and is certainly doing great work for us. So you need not worry about my being uncomfortable, altho we are all working very hard learning the war-game. I was made a corporal on the way over, which is something.

STRANGE VAGARIES OF SHELL-SHOCK —REAL AND CAMOUFLAGED

SHELL-shock has come to be a familiar term since the beginning of the Great War. Being so commonly used it covers a multitude of ills, ranging from actual shock to plain nervousness, for there is camouflage, as well as real shell-shock. The British have invented the phrase: "Some men are shell-shocked and some men are shell-shy." A correspondent of the Providence *Journal*, describing the term as "alluringly alliterative and convincingly concrete," writes:

> Shell-shock, to use the popular term, which is not officially recognized in our medical reports, is beginning to figure in the American casualty lists. Within a few days I have seen some cases of it. Because to the layman it is one of the most mysterious phases of the war, and because of the importance of a clearer understanding of symptoms, which are more baffling the less they are comprehended, it seems valuable to describe something of what our physicians are doing for the treatment of these cases, even at the beginning of our actual participation in the front line.
>
> In its minor forms, shell-shock ranges into all sorts of vagaries—even into an easy camouflage for extreme timidity. At the other end, it is used to include fatalities due to concussion. Between these two extremes, it has a million variations.
>
> The other day an officer from Rhode Island was in a trench, when a German shell burst a few yards away.
>
> "How did you meet it?" I asked, when the subject was mentioned.
>
> "I flattened myself against the trench flatter than you ever saw a poster on a Broad Street bill-board," he answered, aughing.
>
> "But it jolted you some?"
>
> "Some is right! For a few minutes I didn't know whether I was all together or not. Then, for the next couple of days I had a headache. A touch of hell-shock, the doctors called it. But t didn't amount to much. I was back on the job within twenty-four hours."
>
> That was one phase of the new malady —or, rather, the old malady in new cir-umstances. Luckily, it was a light phase, and the man was game. Under he same conditions, another might have been out of action for a week. Still nother, of more timid temperament, might have found in it cause for an in-efinite absence from the Front.

Just how far shell-shock is mental and ow far physical, doctors at the Front re endeavoring to discover, for while it is very real thing in certain cases it is difficult sometimes to detach the camouflage. Here are a few questions to which the medical men are striving to find proper nswers, says *The Journal:*

> Why do prisoners never suffer from shell-shock, even when they have been exposed to the same concussions as their captors?
>
> Why do men who have been wounded externally, rarely, if ever, suffer from shell-shock, and then never till after their external wounds are healed?
>
> Why, of two men who undergo exactly the same experience with a shell explosion, does one lapse into a state of chronic fear while the other emerges smiling, anxious to go back?
>
> By way of illustration here is a recent case. An enemy shell exploded in a company cook's headquarters, a little way back of our front lines. Nobody was killed but several men were temporarily put out of commission. When they came to themselves, in the nearest hospital, there were two conspicuously contrasting cases.
>
> One man was convinced that he was knocked out for good. He shivered every time anybody slammed a door. He insisted that his career as a fighting man was ended.
>
> The other, who was the company cook, bounded into consciousness with a grin at the ceiling. His first thought was to get back to his job. In his eagerness he was ready to go long before the doctors were ready to have him.
>
> "By George! They didn't get me that time," he said. "It's a sign they never will. I've got to get back there quick, because there isn't anybody else can make coffee for the boys the way I can."
>
> Both of these men had shell-shock. So far as physical concussion was concerned their experience was identical. And yet their reactions were wholly different.

The whole subject is so new that it is sometimes taken advantage of by those who believe they see an opportunity to "play sick." British and French doctors have classified both the physical and mental condition under the same name, but the Americans believe that the term should be applied only to cases in which physical injury to the nervous system can be determined or assumed. The writer in *The Journal* says:

> The other afternoon I talked with one of America's foremost psychiatrists—now anonymous because he is in khaki—one of whose chief tasks is to study mental vagaries following the shock of heavy shells. For my understanding he put a lot of medical science into popular language.
>
> "We have," he said, "four classes of shell-shock, using the term as it has been used so far in the war. The first class includes deaths from shock, due to the near-by explosion of a shell, when there is no external sign of injury. There have been a number of such cases. Undoubtedly the concussion results in a direct blow to the nervous system.
>
> "The second class includes neurological or nervous symptoms following any sudden shock, whether it is from a shell-explosion, or being buried under caving trench-walls, or any other form of physical violence. In these cases, also, it is reasonable to assume a physical change in the nerves.
>
> "The third class includes those cases of extreme nervous disorders that are found in men who have been exposed to shell-fire where there is the possibility of damage to the central nervous system without any real proof of it.
>
> "The fourth class takes in all the cases

NO MORE GUESS WORK IN RAZOR BUYING
Genco
RAZORS
Must Make Good or We Will

THE skill and experience of our 500 master cutlers and the modern, scientific methods we employ take all the guesswork out of Genco Razor making. Our guarantee takes it out of the buying, too.

Genco RAZORS

"Must make good or we will"

Being American-made through and through, Genco quality has built up the largest exclusively high-grade razor factory in the world. The uniformity of Genco forging, hardening, and tempering is unequalled.

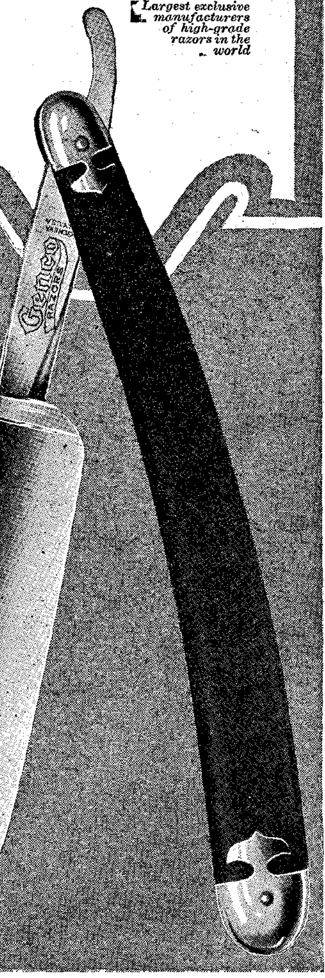
In the hand of your barber a Genco Razor also means uniformly clean, cool shaving. Keep a Genco at his shop for your own exclusive use. To do so is sanitary and sensible.

Many dealers are displaying these razors in the counter case shown above. Look for it. If you do not easily locate a GENCO razor in your town, write and we will advise you where or how you can get them.

Booklet, "A Real Shave," free

GENEVA CUTLERY COMPANY
235 Gates Avenue, Geneva, New York

Largest exclusive manufacturers of high-grade razors in the world



when symptoms of neurosis develop, and yet where it is extremely unlikely that there has been the slightest damage to the nervous system from any physical cause.

"Shell-shock is a term that, so far, has been used to cover all four classes. We are trying to restrict its use to cases of the first three classes. The fourth class is so similar to the phobias, or fears, met in civilian life that it cannot properly be counted as a war neurosis. It includes the man who is temperamentally unfitted for front-line service. It includes also the man who reacts abnormally to fear.

"You understand that when a man is afraid of what lies in front of him, but has too much pride—or fear of showing fear—behind him, he is in a quandry. In such a case he naturally turns to the easiest solution, and if 'shell-shock' happens to offer the way out, he suffers from 'shell-shock,' as he calls it.

"Shell-shock is sometimes just as real from witnessing some of war's horrors as from being in the neighborhood of an exploding shell. I have seen instances in the British lines that are perhaps too ghastly to describe where so-called shell-shock was real, tho the victim may never have heard a shell.

"And here is the difference between a man who 'plays sick' and a true hysteric. The former pretends to have a disease in order to deceive. He lies, and he knows that he lies. The hysteric, on the other hand, deceives himself instead of others. He does not understand the machinery of it; he can not consciously control it. He lies to himself, but he doesn't know that he lies."

The term, shell-shock, naturally implies a condition instantly arising, while, according to doctors, the train of causes set in motion by an explosion is often long and very complicated, and the surgeon in khaki, quoted by *The Journal*, explains:

"We find, for instance, that prisoners never, or almost never, suffer from shell-shock. Private A may be in charge of a prisoner. A shell strikes close to them and stuns them for a few seconds. Private A suffers from a severe case of shell-shock, whereas the prisoner shows no after-effects. If the conditions were reversed, and Private A were the prisoner in the case, he would not suffer, while the other man might show all the symptoms.

"It is also found that the man who is wounded physically and externally by an explosion rarely suffers from shock. Suppose that two men, A and B, are standing side by side when a shell explodes close to them. A fragment wounds A, while B is untouched.

"The result may be that A goes to the hospital to be treated for his wound, but shows no signs of mental shock. B, on the other hand, with no physical wounds to be treated, goes to the hospital for mental care, suffering from severe shock.

"We find that a man who has cause for worry over private affairs, whose family relations are strained, for example, is much more subject to shell-shock than the one who is free from that sort of care. A man whose mind is at rest will come through a sudden jolt or an experience of horror far more safely than one who is worried or downcast."

In this connection the doctor emphasized a few facts that the folks at home will do well to bear in mind, for they can help in a

DODGE BROTHERS
BUSINESS CAR

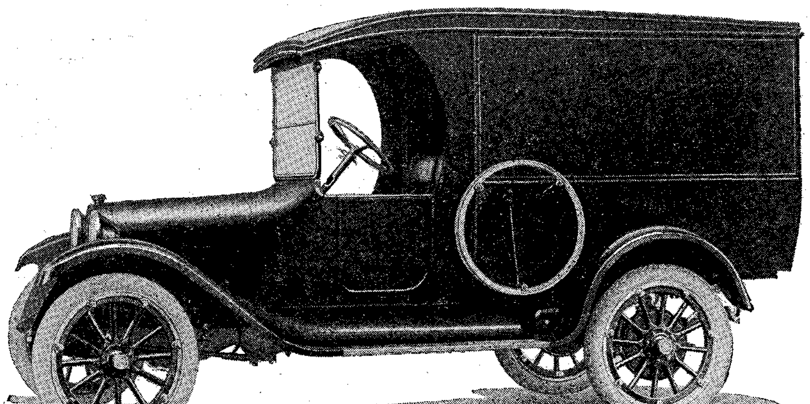
Built as you would expect a business car to be built by Dodge Brothers

Strong and substantial in construction. Light and swift in action

The haulage cost is unusually low

Business Car, Touring Car or Roadster, $985. In Canada, $1435
Sedan or Coupe, $1425. In Canada, $2075
All prices f. o. b. Detroit

DODGE BROTHERS, DETROIT



DELUSIONS IN DIET

or **PARCIMONY IN NUTRITION**, by Sir James Crichton-Browne, M.D., LL.D., F.R.S. A masterly presentation of various differing views as to the quantity and quality of food needed to keep one well and strong, by a recognized authority on the subject. The author disputes the theories of Horace Fletcher and Professor Chittenden, and gives valid reasons for his own conclusions. A valuable book for all who would preserve their health. *12mo, cloth, 118 pp., 75c; by mail, 83c.*
Funk & Wagnalls Company, 354 Fourth Ave., N.Y.

CASH FOR OLD GOLD
Silver, Platinum Dental Gold, and Old Gold Jewelry. We pay up to $20 per set for old false teeth. Don't matter if broken. Will send cash by return mail and will hold goods *10 days for sender's approval of our price. Mail to*
Mazer's Tooth Specialty, 2007 S. 5th St., Phila., Pa.

HEALTH FOR *SOLDIER AND SAILOR*

This is the book of health instructions for Army and Navy men of which Secretary of the Navy Daniels said, "I am impressed with the straightforward and practical advice and information which it contains." Packed with information on Camp Life, Trench Foot, Shell Shock, Venereal Peril, Drug Habits, Colds, Tuberculosis, Vermin, etc., etc. Prepared by Prof. Irving Fisher of Yale and Dr. Eugene L. Fisk, under the supervision of the Life Extension Institute.

Pocket-size, bound in khaki. Price 64 cents, postpaid.
FUNK & WAGNALLS COMPANY, 354-360 Fourth Ave, New York

Cleans, brightens and preserves your finest furniture
25¢ to $3.00 at your dealers
O-Cedar Polish
CHANNELL CHEMICAL CO.
Chicago - Toronto London

measure with letters of good cheer. Says the physician:

"The fighting army should be kept as cheerful and contented, mentally, as is possible. It is an excellent thing to provide all sorts of recreation for the men who are on leave. But I would provide even more recreation for the men in the temporary rest-billets just back of the lines.

"They are the ones who are most in need of relaxation. A man who comes out of the trenches only to brood over his affairs during the time before he returns is a bad risk when it comes to shell-shock.

"Given a normally healthy man of good courage, who has no personal matters to worry him, and who is cheerful because of letters from home and plenty of good diversion behind the lines, and he will not be likely to suffer from the purely mental kinds of shell-shock."

HOW AMERICA ANSWERED THE CALL TO HUNT THE "U"-BOAT

THE first aid asked of America after the United States entered the war was to send destroyers and patrol-boats to help check the German submarine menace, and to help keep the sea-routes open. And Great Britain frankly acknowledged her indebtedness to the American fleet of *U*-boat hunters when a representative of the Government recently said to a correspondent: "America has been a powerful force in preventing the submarines from taking what might have been almost a ruinous toll of the merchant shipping of England."

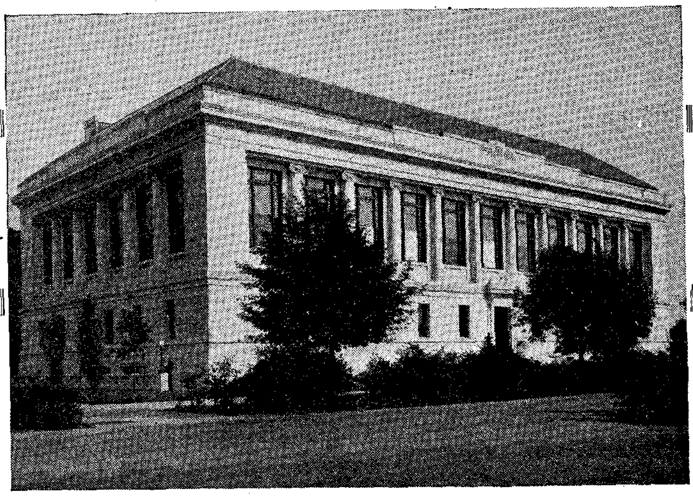
Commander Joseph K. Taussig, U. S. N., commanded the first destroyer division that was sent to join the British patrol, and at Carnegie Hall, New York, he told the story of the dispatch of the destroyer fleet to the war-zone and the arduous duties performed there. *The Army and Navy Register* reports him as saying:

At 9:30 one April night I received orders to proceed at daylight to my home navy-yard to fit out for distant service. What was before us I did not know. There were five other commanding officers of destroyers who received the same orders and at five o'clock the following morning we left Chesapeake Bay and were on our way to New York and Boston at a high speed, in order that we might get ready, as soon as possible, for whatever it was to be.

So anxious was the Navy Department that the outside world in general know nothing of the movement of these ships that not even I, who was in command of the expedition, was informed of our destination. We went to the navy-yards, the ships went in dock, had their bottoms cleaned and painted, we took on stores and provisions to last three months, and in a few days sailed from Boston. My orders were to proceed to a point fifty miles east of Cape Cod and then open my sealed instructions. Until I got to that point, at midnight of the first night out, I did not know that our first port of call was to be Queenstown, Ireland.

It was quite natural that the few in authority who knew of our movements watched with anxiety for news of our crossing. It was the first time that vessels

Boston has an institution that is unique—the Forsyth Dental Infirmary for Children, the only one of its kind in the country



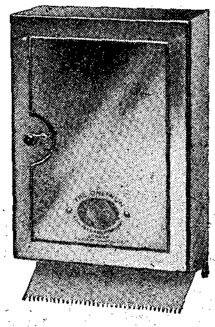
This remarkable institution seeks in every way to safeguard the health of its patients and employees and so has equipped its toilet rooms with the most Sanitary, Satisfactory, Efficient system—ONLIWON HYGIENE

THE ONLIWON HYGIENE
REGISTERED U. S. PATENT OFFICE

ONLIWON HYGIENE is the combination of an interfolded package of sanitary sheets of toilet paper and a cabinet which protects each sheet from dust and germs, serves just two sheets at a time and *pevents waste.*

ONLIWON toilet paper is of fine quality but moderate in price—made of the highest grade material—1000 soft, firm, full-sized sheets, cut and folded by machines in an inconceivably small package—reaches you untouched and uncontaminated.

ONLIWON cabinets are so simple that not a minute is required to insert the ONLIWON package. They are attractive and durable—use cannot injure them—no knobs to turn—nothing to get out of order.



ONLIWON HYGIENE is the system you should install in your HOME because it will guard the health of your family, add to the attractiveness of your toilet rooms, prevent waste and littered floors and *save you money.*

SPECIAL OFFER FOR YOUR HOME

Send us your dealer's name and $2.00 and we will send you, prepaid to any point in the U. S. A., the nickel-plated ONLIWON Cabinet and eight 1000-sheet packages of ONLIWON toilet paper, or sixteen 1000-sheet packages and the cabinet for $3.50. The regular price of the cabinet is $1.00.

Your dealer will furnish additional supplies of paper at the regular price—eight 1000-sheet packages for $1.50, or sixteen 1000-sheet packages for $3.00.

A. P. W. PAPER CO., 1282 Broadway, Albany, N. Y.

HOW TO SPEAK IN PUBLIC by Grenville Kleiser

A practical manual for self-instruction by a master of the subject. Invaluable for the teacher, minister, business-man. Contains many choice selections for practise. Cloth, 543 pp. $1.25 net; postage 12c.

FUNK & WAGNALLS COMPANY, 354-360 Fourth Avenue, New York

MIND, RELIGION AND HEALTH

A Practical Exposition of the Emmanuel Movement, showing how its principles can be applied in promoting health and curing disease. By Dr. Robert MacDonald, Minister of the Washington Avenue Church, Brooklyn, N. Y. 12mo, Cloth. $1.30, *net;* by mail, $1.42.

FUNK & WAGNALLS COMPANY, Pubs., NEW YORK

Apollo

Full weight—Galvanized— Roofing Products

In country or city—for farm buildings or residences, metal roofing is positively unequaled.

APOLLO-KEYSTONE Copper Steel Galvanized Sheets are the most durable, rust-resisting galvanized sheets manufactured. Actual weather tests have proved the superiority of this material for Roofing, Tanks, Culverts, etc. KEYSTONE COPPER STEEL is also unexcelled for Roofing Tin Plates. Look for the Keystone added below regular brands. Sold by leading dealers. Send for free "Better Buildings" booklet.

AMERICAN SHEET AND TIN PLATE COMPANY, Frick Bldg., Pittsburgh, Pa.

AMERICAN SHEET & TIN PLATE CO
APOLLO ROOFING
PITTSBURGH
KEYSTONE
COPPER STEEL
KEYSTONE COPPER STEEL

Keep Warm—Next Winter

You can heat the cold floors, chilly rooms and cool corners—cozy and comfortable—in the coldest weather—with less coal and less work by installing a

Majestic
Duplex Heating System

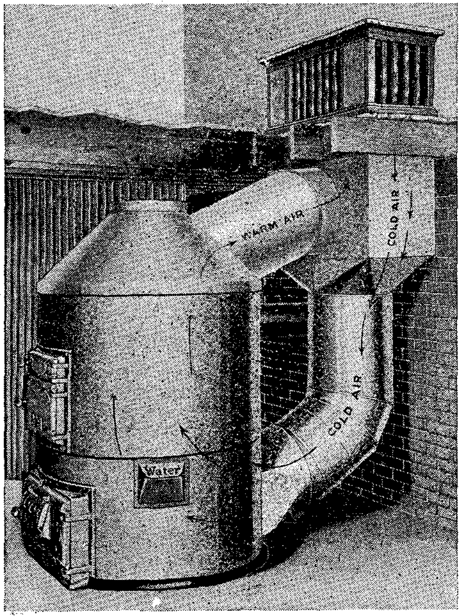
This improved Gravity System of warm air heating—equipped with the Patented Majestic Duplex Register—may be arranged for either pipe or pipeless heating.

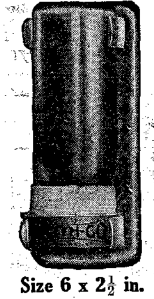
The Majestic Duplex System is the most economical and satisfactory for heating homes, stores, schools, etc. It insures a uniform temperature, warm floors, a perfect circulation of purified, moist, healthful air—and the maximum economy of fuel.

Write for Free Book

which explains the Majestic Duplex System—how it forces all of the heat where you want it—why it saves time, trouble, coal bills. Investigate this new system—now.

The Majestic Co., 805 Erie St., Huntington, Ind.





"MOTH-GO" NO MORE MOTHS!

Moths will not remain where odor of cedar is. Scientists have puzzled for years to bring cedar to protect clothes.

"MOTH-GO"

Size 6 x 2½ in.

is a little device which makes a Cedar Chest out of every clothes closet. It gives absolute protection against ravages of the Moth. It works automatically day and night, and lasts one year—refills $1.00 by mail. Garments will not carry the odor, pleasant and healthful, strong testimonials. Saving one garment pays for "Moth-Go" many times over. Write now before putting away clothes, furs or blankets for the summer.

Complete ready for use $2.00
Charges prepaid any place in U. S.
Money back if not satisfied.

MOTH-GO Chem. Co., 808 Victor Blvd., Kansas City, Mo.
Dealers stock this rapid seller

of this type had ever made so long a continuous passage without refueling or without the company of larger vessels. We were ten days in making the trip, due mostly to a southeast gale, which accompanied us for seven of the ten days. So rough was the sea during this time that for seven of the ten days we did not set our mess-tables; we ate off our laps. On the ninth day we were pleased to be met by a little British destroyer named the *Mary Rose*. She picked us up early one morning and came along flying the international signal, "Welcome to the American Colors."

Accompanied by the *Mary Rose*—sunk with all hands three months later by a German raider in the North Sea—the American Fleet proceeded to Queenstown, where it was welcomed by the British Admiral Sir Lewis Bayly. The outlook was dark indeed. In the three weeks previous 152 British merchantmen had been sunk by German submarines which were operating with confidence and boldness, and, says Commander Taussig:

The seriousness of the work before us was made evident, not only by the large number of vessels that were being sunk, but by the fact that the night before we entered the harbor a German submarine had planted twelve mines right in the channel. Fortunately for us, they were swept up by the ever-vigilant British mine-sweepers before we arrived. The day following our arrival one of the British gunboats from our station was torpedoed and her captain and forty of her crew were lost. Patrol-vessels were continually bringing in the survivors from the various ships as they were sunk.

The British Admiral told us that we would go on patrol duty for six days at a time, and then come in for two or three days' rest. In this patrol duty we were assigned to certain areas, as far as three hundred miles off shore, as the submarines were then operating that far out. Our orders were to destroy submarines; to escort or convoy valuable merchant ships; to save lives if we could. We did escort many ships, and we did save many lives.

I can not say that we sank many submarines. The submarine, I found, was a very difficult bird to catch. He has tremendous advantage over the surface craft. In the first place, he always sees you first. This is because when on the surface he is very low, and when submerged he has only his periscope out, or perhaps nothing at all. As he was not after destroyers, he avoided us whenever he could. That is, if he saw the destroyer on the horizon, the submarine immediately went the other way.

When we saw a submarine, which sometimes happened frequently, and at other times several weeks might pass without seeing one, we would immediately go after him full speed, and open fire with our guns in the hopes of getting in a shot before he submerged; but he always submerged very quickly. Only once did my vessel in seven months succeed in actually firing at a submarine. He then went down after the fifth shot was fired. At that time he was five miles away. But what they are afraid of are the depth charges or depth bombs.

I will tell you how they operate. A depth charge is about two or three hundred pounds of a high explosive. It is fitted so as to explode automatically at any depth we may desire. The destroyers and patrol-vessels carry them on deck at

"Quick work was necessary!"

AMERICAN AMBULANCE CORPS

"The enemy had our range—we had to make a quick getaway. My motor responded grandly—every plug fired perfectly. You see, we use the

HERZ PLUG
("Bougie Mercedes")

Herz Plugs meet the exacting requirements of ambulance work at the front—what better test could there be?

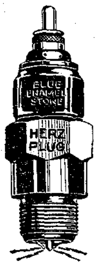
4—EXCLUSIVE HERZ FEATURES—4

No. 1—Oil-Proof Mica-Core—Cannot crack—cannot foul.
No. 2—Clover-Leaf Electrode—Shooting flame—explodes all the gas.
No. 3—Stone-and-Steel-Construction—*Almost* indestructible.
No. 4—Self-Cleaning—Burns away the *soot*—*no valve grinding.*

Use Herz Plugs ($1.50) and *bye-bye to trouble.*
Use cheap junk and *buy-buy forever!*

At Dealers, or write us.

PRO-MO-TOR FABRICATING CORP.
(Successor to Herz & Co., Est. 1894)
245 West 55th Street New York



PERSONAL POWER

a big practical book by **Keith J. Thomas**, shows you the way to happiness and success through mental concentration and the development of energy and will. Read it and make good. *12mo, cloth, $1.75; by mail, $1.87.*

FUNK & WAGNALLS COMPANY, 354 Fourth Avenue, New Yo

POWDER IN SHOES AS WELL AS GUN

Foot=Ease to be Added to Equipmen of Hospital Corps at Fort Wayne.

Under the above heading the Detroit *Fre Press*, among other things says: "The theor is that soldiers whose feet are in good con dition can walk further and faster than sol diers who have corns and bunions incased i rawhide."

The Plattsburg Camp Manual advises me in training to shake Foot=Ease in their shoe each morning.

One war relief committee reports, of all th things sent out in their Comfort Bags o "Kits," Allen's Foot=Ease received the mos praise from the soldiers and men of the navy It is used by American, French and Britis troops, because it takes the Friction from th Shoe and freshens the feet. There is no foo comforter equal to Allen's Foot=Ease, th antiseptic, healing powder to be shaken int the shoes and sprinkled in the foot-bath, th standard remedy for over 25 years for hot tired, aching, perspiring, smarting, swollen tender feet, corns, bunions, blisters or ca louses.

Why not order a dozen or more 25c. box to-day from your Druggist or Dep't store t mail to your friends in training camps and i the army and navy.

—Advertisement

the stern. When we see a submarine submerge we try to find his wake, and if we can see the wake of a submerged vessel we run over it, drop the depth charge by simply pulling a lever, and in a few seconds there is a terrific explosion.

This explosion is so great that on one or two occasions, when I happened to be in the chart-house when they let go, I thought my own ship was torpedoed. They can be felt under water for a distance of several miles, but, of course, they must be dropt very close to the submarine in order to destroy him. If we get it, say, within ninety feet of the hull, it may damage it enough to cause him to sink, otherwise only superficial damage may result.

I can not say positively that my ship sank any submarines. I saw results on several occasions which led me to believe that we had at least damaged one or two.

The patrol duty was very trying, as the ocean was strewn with wreckage for a distance of three hundred miles off shore. It was hard to tell a periscope when we saw one. Fish, floating spars, and many other objects were taken for periscopes and fired at; we could not afford to take a chance, as our whole safety depended on our being vigilant.

The submarines became less active—I won't say they became less active, but they did less damage as the summer wore on, due, undoubtedly, to having more patrol-vessels.

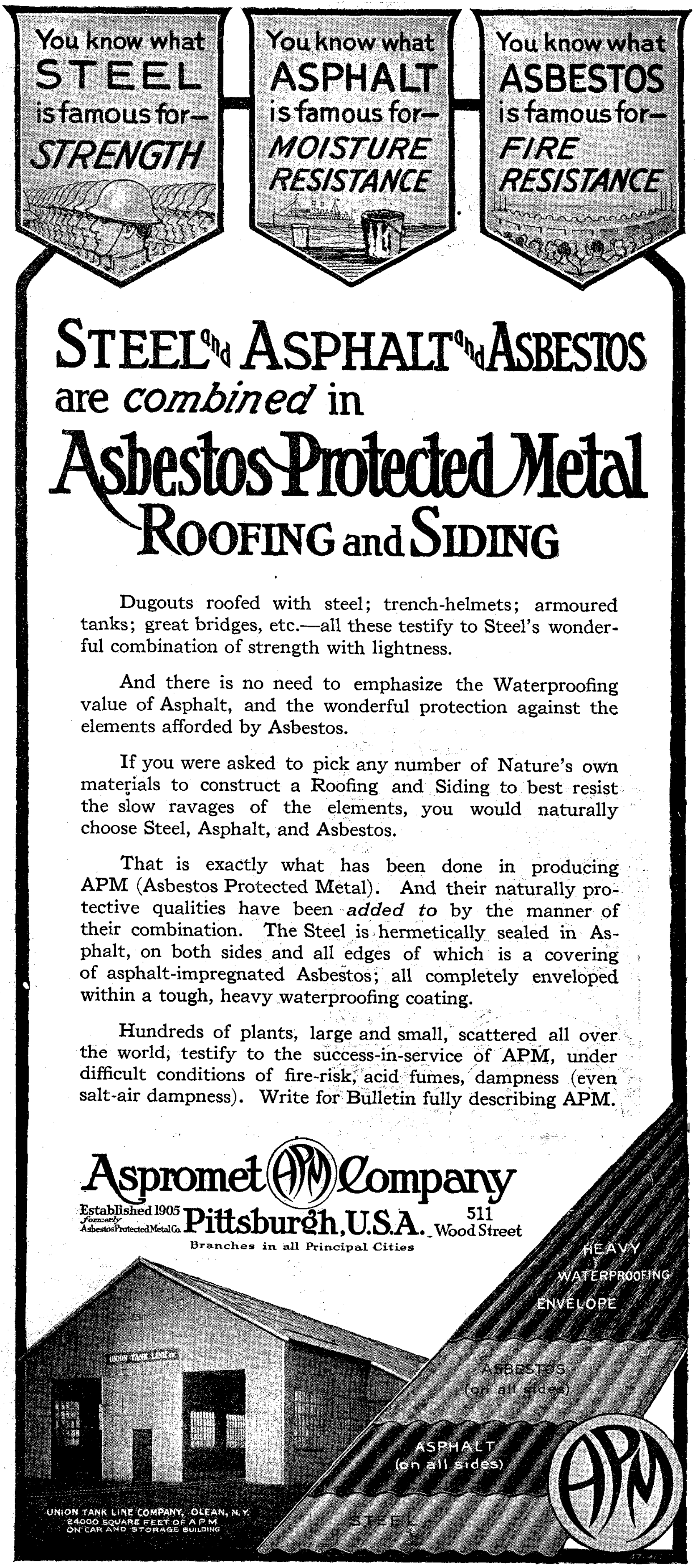
Then the scheme was taken up of having convoys. The advantage of a convoy is that six or ten destroyers can protect from twenty to thirty merchant ships, while in the patrol system only one destroyer could be with one merchant ship at a time. The convoy system has now developed so that practically all vessels passing through the danger zone are in large convoys of from ten to thirty, with an escort of from six to ten destroyers.

These convoy trips would take us out of port from six to eight days. They were very trying days, especially during the latter part of fall, when the weather got bad. When we are at sea in this way we do not take off our clothes, neither officer nor man. We must be ready at all times. We do not even have the pleasure of taking a bath, as something might happen and we would not be ready for it. As one young officer exprest it, we had to come down to the Saturday-night bath habit, and if we happened to be at sea Saturday night we might be out of luck.

The night work was very difficult, as the danger of collision was great with so many ships without lights operating in close proximity. There are frequent collisions, and we must use our judgment as to whether we should turn on our lights and avoid the danger of collisions, and take the risk of a submarine's seeing us, or keep our lights out and take our chances. We have this to remember, that if a submarine sinks us she only sinks one ship, but a serious collision may result in the sinking of two ships.

Commander Taussig warmly acknowledges the cooperation of the British naval forces which, he declares, was an important feature of the American service in the danger zone. There was never any friction, the senior officer always taking command of the combined forces and receiving as loyal support from the officers of the other Navy as from his own. Of the future the Commander says:

The question is can we beat the sub-



You know what STEEL is famous for— STRENGTH
You know what ASPHALT is famous for— MOISTURE RESISTANCE
You know what ASBESTOS is famous for— FIRE RESISTANCE

STEEL and ASPHALT and ASBESTOS are *combined* in

Asbestos Protected Metal ROOFING and SIDING

Dugouts roofed with steel; trench-helmets; armoured tanks; great bridges, etc.—all these testify to Steel's wonderful combination of strength with lightness.

And there is no need to emphasize the Waterproofing value of Asphalt, and the wonderful protection against the elements afforded by Asbestos.

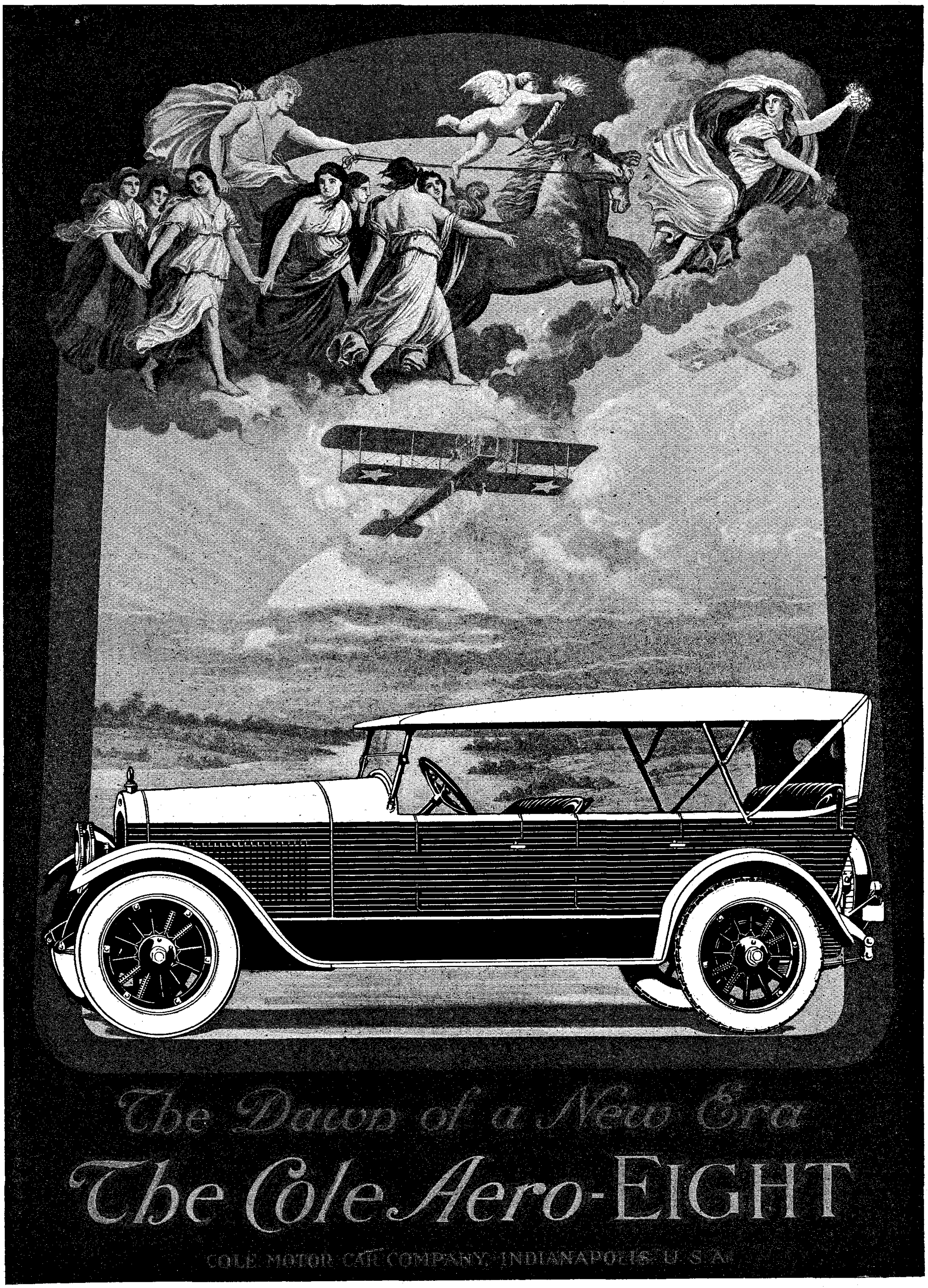
If you were asked to pick any number of Nature's own materials to construct a Roofing and Siding to best resist the slow ravages of the elements, you would naturally choose Steel, Asphalt, and Asbestos.

That is exactly what has been done in producing APM (Asbestos Protected Metal). And their naturally protective qualities have been *added to* by the manner of their combination. The Steel is hermetically sealed in Asphalt, on both sides and all edges of which is a covering of asphalt-impregnated Asbestos; all completely enveloped within a tough, heavy waterproofing coating.

Hundreds of plants, large and small, scattered all over the world, testify to the success-in-service of APM, under difficult conditions of fire-risk, acid fumes, dampness (even salt-air dampness). Write for Bulletin fully describing APM.

Aspromet (APM) Company
Established 1905 Formerly Asbestos Protected Metal Co. Pittsburgh, U.S.A. 511 Wood Street
Branches in all Principal Cities

UNION TANK LINE CO.
UNION TANK LINE COMPANY, OLEAN, N.Y. 24000 SQUARE FEET OF A P M ON CAR AND STORAGE BUILDING
HEAVY WATERPROOFING ENVELOPE
ASBESTOS (on all sides)
ASPHALT (on all sides)
STEEL
APM


The Dawn of a New Era
The Cole Aero-EIGHT
COLE MOTOR CAR COMPANY, INDIANAPOLIS, U. S. A.

marine? I am sure we can if the people will do their part. We now have almost enough destroyers to make the convoy system successful. We want more destroyers in order that we can have a patrol in addition to the convoy. When we convoy we are on the defensive, we do not see the submarine unless it comes to us; but when we are on the patrol we are on the offensive, we go out and look for them, and we hound them until we destroy them or drive them out of the sea. So we must have enough for both.

The modern destroyer is a vessel of about 1,200 tons' displacement. It is over three hundred feet long and has a beam of thirty feet. Its engines are large and complicated, and there must be sufficient boiler power to drive the ship through the water over thirty knots an hour. Consequently each destroyer costs over one million dollars, and requires approximately a year to build. That is why I say we can beat the submarine if the people will do their part. To turn these vessels out quickly both capital and labor must do their share. If you will give us the ships I assure you that we, in the Navy, will do our utmost to make the best possible use of them.

Those of our own Navy on the other side, as well as our Allies' navies, have their eyes turned this way, looking for more destroyers. I hope we will not disappoint them.

SHE COULDN'T KNIT, SO SHE WANTED TO HELP BUILD SHIPS

FINDING that her fingers were not nimble enough to knit for the Red Cross, Mrs. Minnette Carper, of St. Louis, decided to help build ships for Uncle Sam. Something of a jump from the click of the knitting-needles to the thump of a sledge-hammer! But, be it known, Mrs. Carper is a sure-enough carpenter. She was graduated twenty years ago from the Manual Training-School of the Washington University at the head of the class. Her brother came second.

For a long time Mrs. Carper enjoyed the distinction of being the only woman in St. Louis qualified to use a hammer without pounding her fingers. Recent investigations, however, have revealed 280 more women who can wield both hammer and saw in workmanlike manner. Of these, 250 are graduates of the Soldan High School. Says the St. Louis *Globe-Democrat:*

> Mrs. Carper was anxious to give her service to her country, and the only thing she could fall back on was her knowledge of carpentry, so she went to New York and applied in vain at a shipyard for work. Women were not wanted to build ships for Uncle Sam.
>
> When Mrs. Carper applied at the shipyard she learned she was the only woman who had made such application. She was disappointed, because she had heard what the women of England were doing. When she applied for work in the shipyards the men were on strike and that made matters more complicated.
>
> Determined to give her services to the Government in the capacity of a carpenter, Mrs. Carper returned to St. Louis and offered herself to the St. Louis Woman's Committee, Council of National Defense. This seemed to astonish the members of the council, and within thirty-six hours the applicant had been interviewed by four local newspapers.
>
> Mrs. Carper thought surely she could not be the only woman carpenter in St. Louis, altho she had been the only one to register with the Woman's Committee, so she made a thorough investigation. It is surprizing what she learned about women in St. Louis who can handle a hammer and saw.
>
> Two hundred and eighty women carpenters were found by Mrs. Carper in St. Louis and there are probably more. They are not building ships, however; they are mostly interested in the making of toys.

Finding that there was no place for her in the shipyards, Mrs. Carper has turned her knowledge of carpentry into other channels, still with a view to helping Uncle Sam indirectly. She is now teaching young women what she learned many years ago in order that she may build up the foundation of a movement that will be of benefit to the American wounded soldiers. And so, says *The Globe-Democrat:*

> To a class of five girls, who are members of the St. Louis Junior League, Mrs. Carper is teaching the art of using a scroll-saw, hammer, brace and bit, chisel, drill, square, plane, and rule.
>
> These students of carpentry are earnestly laboring and learning with the idea of passing their knowledge along to wounded soldiers to help them find themselves. They are preparing to teach the wounded soldiers how to make toys.
>
> A reconstruction hospital, it seems certain, will eventually be built in St. Louis, and the girls will work in the hospital, teaching the soldiers how to make unique and attractive toys.
>
> Mrs. Carper turned her billiard-room, which was on the third floor of her home, into a workshop. In the center of the room is a long work-bench, which she made, and against the walls are several cabinets, where the students carefully put away their tools and work, and scattered around the room is every imaginable sort of tool.
>
> Seated in one corner of the room at a recent session was Miss Elizabeth Holliday, laboriously concentrated upon a tool to make rabbits of plain pieces of wood. In another corner was Miss Georgette Madill, trying her best to use a scroll-saw. Miss Roberta Lewis, another very popular society girl, was securing a block of wood in a vise and planing it smooth.
>
> Mrs. Carper is giving her scholars a regular course in carpentry, but the main object of the Junior League girls in their new endeavor is to make toys and to teach others how to make them. It has been many years since Mrs. Carper was graduated from manual training-school, and many improvements have been made in the course in carpentry, and a number of things are taught now that were not thought of at the time she attended school. Well, the instructor knows this, and, realizing the coming demand for women carpenters, she is attending a class at the Franklin School in the afternoons after her own class has adjourned.
>
> After registering with the Woman's Committee, Mrs. Carper was put in touch with the Junior League girls, who are members of St. Louis's ultra-fashionable set and have been reared to regard beautiful finger-nails as important assets. They are now bending over plane and saw and square as seriously as deacons. There is as much competition shown among the girls

---

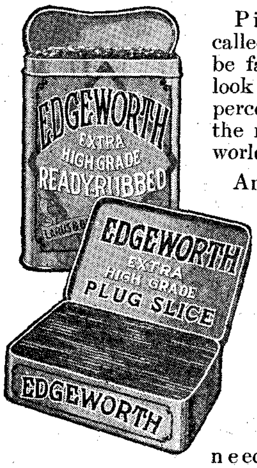
An Incident in the Lives of Two Famous Smokers

It is related of Carlyle that once Tennyson, after they were both famous, came for the first time to call upon him. Though familiar with each other's work, they had never met.

Carlyle greeted Tennyson at the door and led him into his study. They sat down in front of an open fire. They loaded their pipes and smoked vigorously.

At the end of two hours, Tennyson rose and took leave. He declared warmly that to him the two hours just spent were the most satisfactory in his life. And yet these two world-famous writers had passed those two hours, puffing thoughtfully at their pipes, without saying a word to each other.

It's marvelous what depths of silence and understanding come to men with pipes in their mouths.



Pipe-smokers are called dreamers. It would be far more sensible to look more closely and perceive if they are not the real thinkers of the world.

An open fire, a pipe that is going well, and a pipeful of the right tobacco. Oh, Mr. Khayyam, what you missed! What more could one ask at the close of a busy or fretful day?

The right tobacco—that's the urgent need! One that has flavor and tang and individuality and yet doesn't dry up the mouth or tickle the throat. A tobacco that is soothing and yet never becomes tame to you.

Edgeworth is given credit for having these characteristics.

It doesn't delight every pipe-smoker—it would be asinine to make any such claim as that—but it does seem to win and hold many fastidious smokers.

Its manufacturers would welcome your trying it to see what you think of it.

Send them on a postcard your name and address, also that of the retail dealer to whom you turn for supplies, and they will despatch to you generous samples of Edgeworth in both forms—Plug Slice and Ready-Rubbed.

Then get out your favorite pipe, make sure it draws well, scrape out the bowl, and load it up with Edgeworth. Lean back, find the most comfortable position in that old chair, light the willing mixture and puff, puff, puff it into your mouth, slowly, estimatingly.

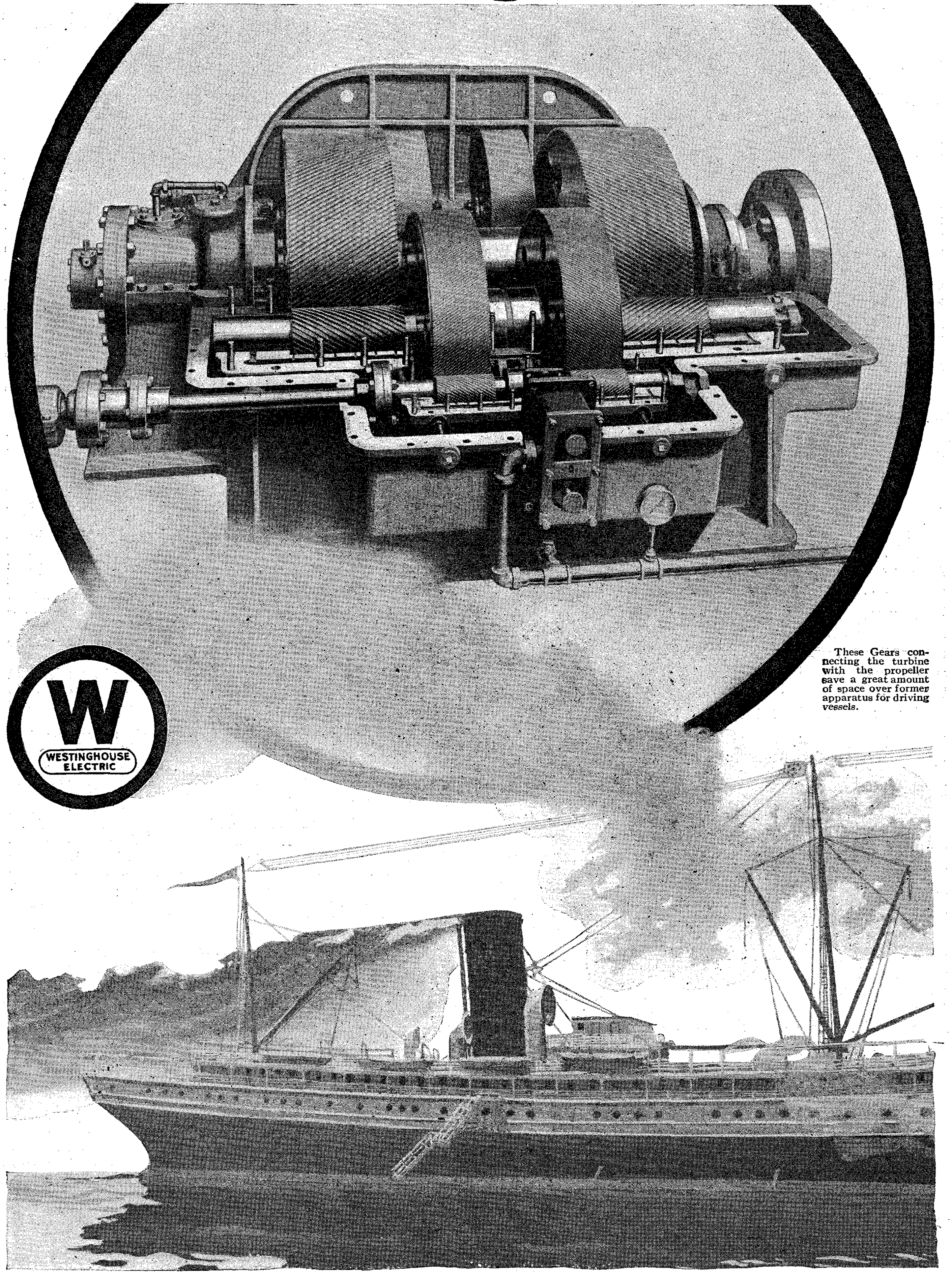
Now, what do you think of Edgeworth?

Edgeworth Ready-Rubbed—poured straight from the tin, packs thoroughly and burns freely, evenly, to the very bottom, getting better and better as it kindles to its work.

Edgeworth Plug Slice is in thin slices to be rubbed a moment before being packed into your pipe.

Edgeworth is sold in convenient sizes to suit all purchasers. Edgeworth Ready-Rubbed in pocket-size package is 13c or two for 25c. Other sizes, 30c and 60c. The 16-ounce tin humidor is $1.15; 16-ounce glass jar, $1.25. Edgeworth Plug Slice is 15c, 30c, 60c, and $1.15. For free samples, write to Larus & Brother Company, 5 South 21st Street, Richmond, Va.

To Retail Tobacco Merchants—If your jobber cannot supply Edgeworth, Larus & Brother Company will gladly send you a one- or two-dozen carton of any size of the Plug Slice or Ready-Rubbed by prepaid parcel post at same price you would pay jobber.



Westinghouse

DOUBLE-REDUCTION GEARS FOR VESSELS

These Gears connecting the turbine with the propeller save a great amount of space over former apparatus for driving vessels.

W
WESTINGHOUSE
ELECTRIC

Westinghouse

STEAM TURBINE MARINE EQUIPMENT

Sea Power

Sea power depends not alone upon battleships and destroyers, but upon merchant fleets that carry products to the ends of the world and develop a race of sturdy mariners to aid in building the greatness of a nation.

It is even yet unrealized by many Americans that we have been quietly and unobtrusively building a great merchant marine, primarily to transport our armed forces and their supplies to foreign shores, but ultimately, beyond question, to carry the products of our soil and our factories to every other nation, so that again, as in the early years of the last century, the Stars and Stripes may be seen in all of the great ports of the world, and on all the seas.

This truly represents a triumph of the engineer, for by his skill, he has been able to offset the advantages of foreign nations in cheaper labor and materials.

He has brought together and assembled the structural parts of ships with unprecedented swiftness.

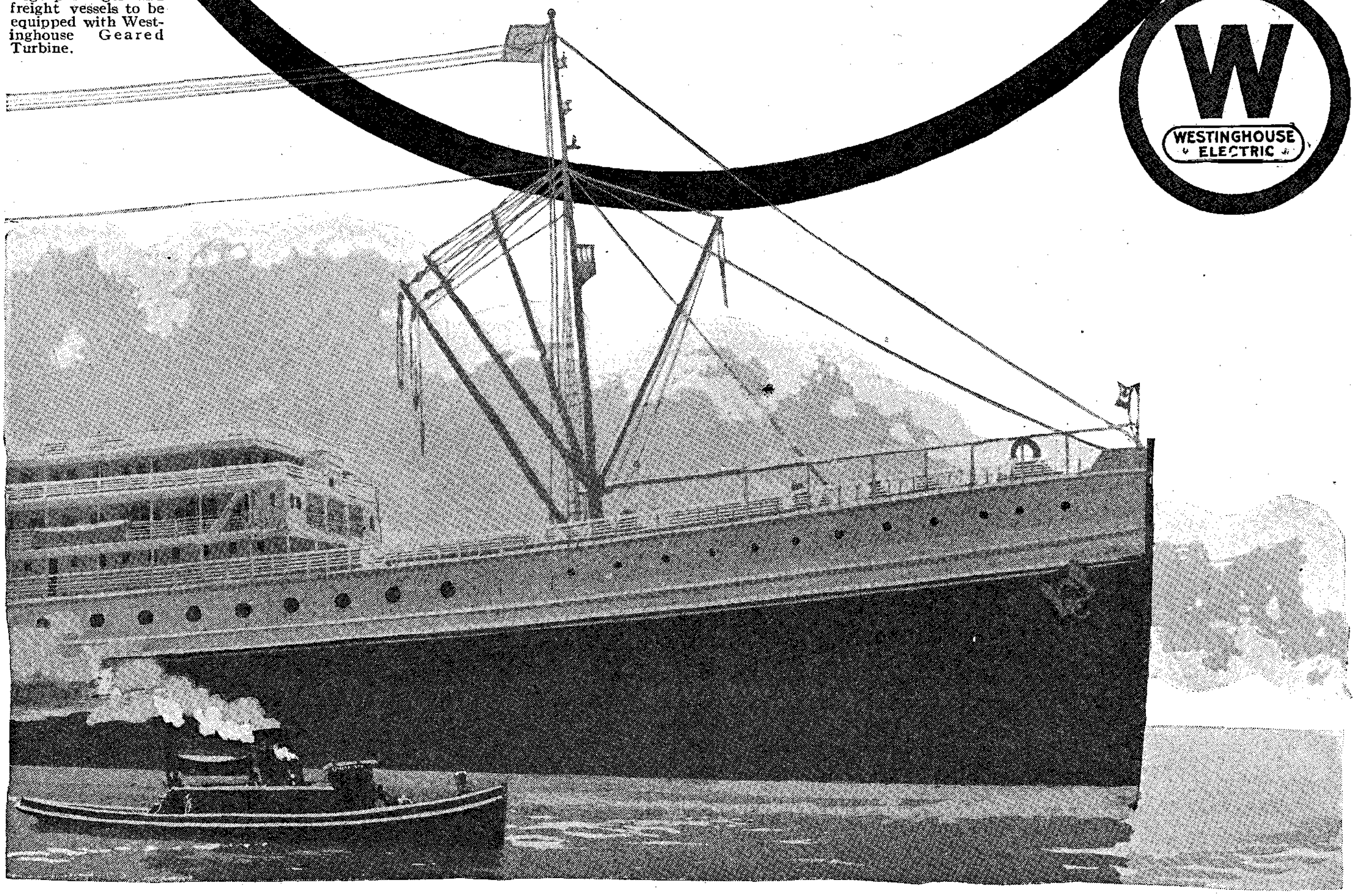
Most of all, he has been working a revolution in power, in which the net tonnage of ocean carriers has been greatly increased without proportionate increase in size of their engines, and with a great decrease in the amount of fuel necessary to keep them in operation.

The majority of our newly created merchant ships have been equipped with the economical high-speed steam turbine, driving the propeller through the intermediary of double reduction gears.

As the turbine operates most economically at high speed, the introduction of these gears has not only effected a reduction in the floor space occupied by the total apparatus, but as high as a 25% increase in the power delivered from the same fuel—or 25% lower fuel cost for the same power.

In the development of both turbine and gears, Westinghouse engineers have played a conspicuous part, and have thus aided in making it possible for American manufacturers to reach foreign markets in ships that fly the flag of their own country.

WESTINGHOUSE ELECTRIC & MANUFACTURING COMPANY
East Pittsburgh, Pa.



One of the first large passenger and freight vessels to be equipped with Westinghouse Geared Turbine.

WESTINGHOUSE ELECTRIC

in making miter-boxes, picture-frames, and toys as was formerly shown in a game of bridge.

The problems are of practical value and the girls are learning that joinery is an exact science. When the call comes for women ship-builders in the United States yards these same girls will be in a position to be among the women to respond.

Mrs. Carper set out to build big ships, and is now building toy ships.

WHEN THE WAR-HAWK WAS ONLY A FLUTTERING FLEDGLING

A DISPATCH from Paris on May 23 stated that "an American Escadrille, composed of aviators chosen from among the best American pilots, in the future will help to defend Paris against enemy air-raids."

On the same date Katherine Stinson landed in Binghamton, N. Y., at 6:40 P.M., having made a continuous flight of 783 miles, from Chicago, in 603 minutes.

And it was only ten years ago—May 7, 1908, to be exact—that a Cleveland editor testily wired to his correspondent who had been observing the experiments of the Wright brothers with a heavier-than-air flying machine at Manteo, N. C.:

"Cut out all that wildcat stuff about two-mile flights."

To-day, dispatches telling thrilling stories of battles among the clouds, aerial raids on London and Paris, and German bombing expeditions over Red-Cross hospital-camps are received as commonplace news. Says the St. Louis *Post-Dispatch:*

It was on the night of May 6, 1908, that D. Bruce Salley, a reporter from Newport News, Va., entered the office of the United States Weather Bureau, at Manteo, and wrote a brief dispatch, duplicating it to a dozen big morning newspapers in the East. The dispatch tersely stated that Orville and Wilbur Wright had flown that afternoon one thousand odd feet in a heavier-than-air machine propelled by an engine, and offered to send the full story on telegraphic order.

Next morning the public at large received an accurate account of the Wrights' performance. Their machine—the construction of which was known only to themselves and the few life-savers on the North Carolina banks who had helped them lug the big canvas and wooden bird up Kill Devil Hill—had soared off into space, had proceeded in a straight line a fifth of a mile, and had dropt gently to the sand with neither itself nor its inventors any the worse for the experience. The news, utterly discredited by many scientists and taken with several grains of salt by the world generally, was flashed the length and breadth of the globe. Most persons considered the report incredible.

The strange fact, however, was that no less than five years before—on December 17, 1903—one of the Wrights had almost duplicated this feat at the same spot, Kill Devil Hill. On that day, for the first time in all history, a heavier-than-air machine, propelled by an engine and carrying a man, had supported itself in the air. The first flight lasted only twelve seconds, and the second and third were of about the same endurance. But at the fourth trial the machine remained in the air fifty-nine seconds and flew 852 feet, only about two hundred feet less than the distance of May 6, 1908. Then a gust of wind blew the machine over as it rested on the ground and wrecked it. The Wrights packed up the salvage and returned to their home in Dayton, saying nothing of their epoch-making triumph.

At Dayton they built another machine, and at its first flight invited reporters of that city to be present. The engine failed to work and the craft could not get off the ground. A few of the reporters returned the next day, and when the same thing happened gave up the assignment in disgust. It is a fact, however, that the Wrights made many brief flights in the vicinity of Dayton in the next five years, but without attracting local, to say nothing of national, attention. It was not until 1908 that the Government offered to purchase one of their machines if it could fulfil certain tests. The errand of the brothers to Kill Devil Hill on that day in May, ten years ago, was to prepare to meet the Government requirements, at trials to be held in the fall of that year.

Word was received in several metropolitan newspaper offices that the Wrights were experimenting with a glider—an airplane without motive-power—for which they were said to have constructed an engine capable of lifting and propelling it. Staff representatives were dispatched to that isolated spot fifty miles from the railroad and accessible only by motor-boat from Elizabeth City, N. C. But Salley, who had reported shipwrecks in the neighborhood of the "banks" and was familiar with the locality, had received advance information concerning the experiments of the Wright brothers, and, says *The Post-Dispatch:*

He had dropt down to Manteo, on the Island of Roanoke, some days previous. Each morning thereafter he had made the ten-mile trip across Pamlico Sound to Kitty Hawk, and from a crotch in a forest-tree on the edge of the desert-like banks had observed the activities about the Wright hangar with the aid of a powerful pair of field-glasses. His perch also commanded an excellent view of the ocean side of Kill Devil Hill, largest of all the giant sand-dunes, up the side of which had been constructed a 300-foot railway.

Twice each day the Wrights, assisted by the life-savers, all of whom had been sworn to secrecy, started the glider down the incline, elevated the plane, and shot into the air, to drop gracefully upon the earth after short flights measured in time by seconds. An accurate description of the contrivance in which the Wrights flew was impossible, as no close view of it could be obtained even by an adroit and resourceful reporter. So determined were the inventors to guard their craft with secrecy that they announced they would pack up their machine and return to Dayton the instant they learned they were spied upon. It was no part of Salley's plan to spoil a good story.

The afternoon of May 6 was cloudy, with a tendency toward rain. The wind was northeast and blowing fourteen miles an hour. Ordinarily the Wrights would not fly in this sort of weather. Nevertheless the machine was brought from the hangar and started. The glasses showed that it was not only equipped with a gas-engine, but that it carried seats for two and had a pair of propellers. The group of life-savers prevented a clear view of the start, but a moment later the reporter did see the machine take the air, head directly for the ocean and land a thousand feet distant, apparently under full control of the pilot. At dusk, no more flights having been attempted, the reporter made his way back to Manteo, well aware that he had a story of world-wide interest, but depress by the knowledge that the facts would be generally discredited.

That night dispatches to the large newspapers of the country described—as well as it was possible to do from a long-distance view-point—the flight and the machine that had won the conquest of the air. The reporter was a trained observer and he stated, as his opinion, that the plane could have kept in the air for an hour. Doubting editors in the newspaper offices, however, carefully blue-penciled that statement as a delusion of an overenthusiastic reporter. But, says *The Post-Dispatch:*

Next day half a dozen newspaper men from New York arrived at Manteo. Every one was a doubting Thomas straight from Missouri. They were all going right over to the flying fields and talk to the Wrights. But they didn't. For one thing, the Wrights weren't talking. For another, life-savers bobbed up out of nowhere when one had labored through sand to a point a mile from the hangar. They were acting under instructions from Washington, which were to the effect that the inventors were not to be disturbed. The Wrights had the legal end of the argument, as they had borrowed the land from the life-savers, who owned it.

There was but one thing to do, and the reporters did it. They followed the example of Salley and climbed trees. Two made a dugout one night in a hill facing Kill Devil, but the ruse was discovered and the Wrights didn't fly until the hole was filled. Fortunately, they did not suspect that observers were hidden in the trees, and after a wait of a few days they continued their experiments.

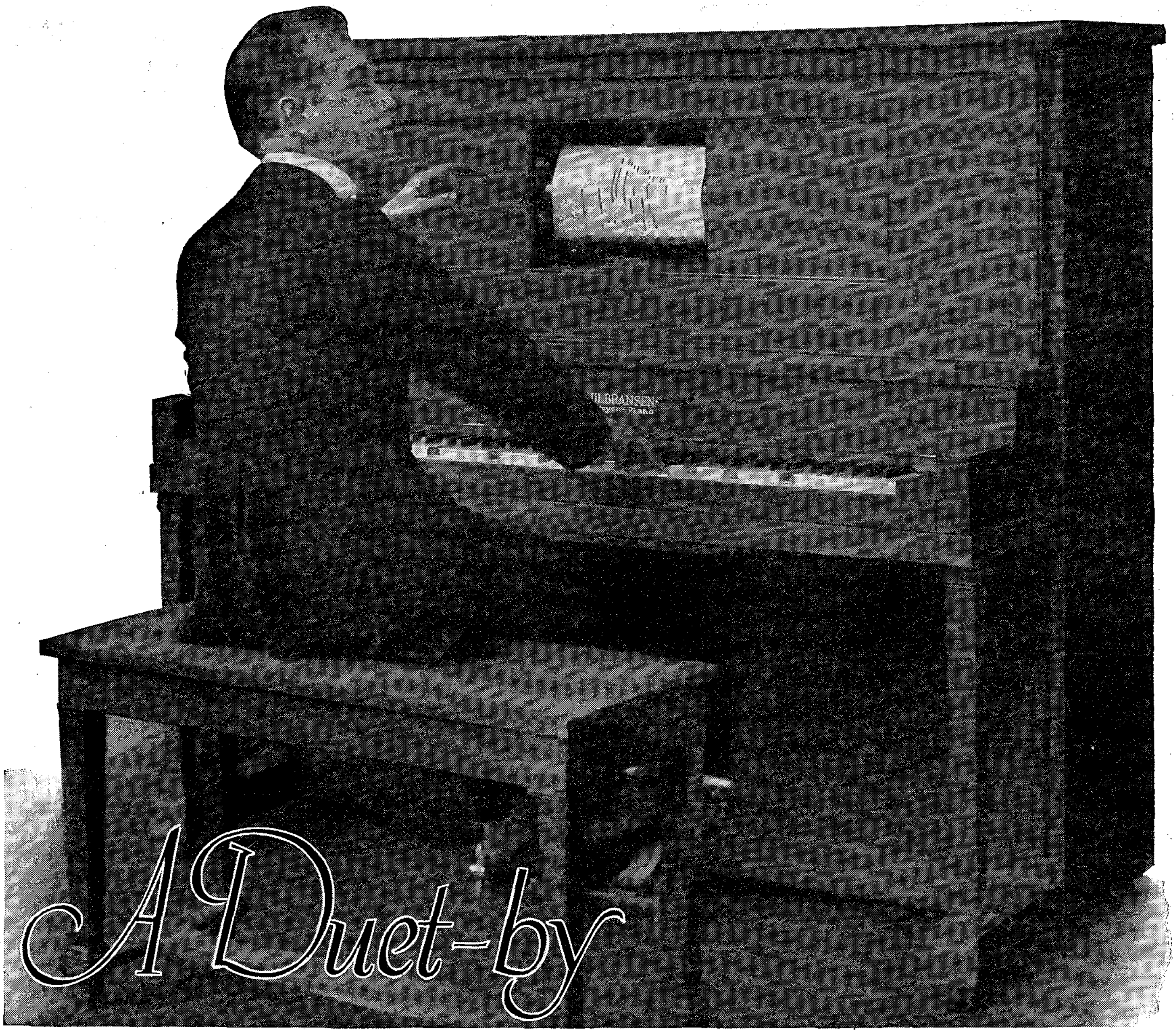
In the meantime news and magazine writers had begun to arrive in numbers which threatened to swamp the two small hotels at Manteo. Even their preliminary accounts so congested the single wire owned by the Department of Agriculture and ending at Norfolk that it was necessary to limit each reporter to a brief nightly dispatch.

A late arrival, representing a London daily, undertook to control the wire by filing a book to follow his own dispatch, thereby eliminating all competition. He barely escaped with a whole skin.

May 11 the Wrights made a flight of two and seven-sixteenths miles and followed this with a flight of two and one-sixteenth miles. The longer flight was made at the rate of 46.774 miles an hour and the shorter at 32.281. In each instance, as in all the others, it was necessary to wheel the machine to the top of the incline railway, no method at that time being known whereby the airplane could rise in the air from level ground.

Both these flights were unexampled in that the Wrights did not keep to a straight course. For the first time they circled one of the dunes and also returned to the starting-point after a straight flight of three-quarters of a mile. The observers commented on the skilful manner in which the big canvas bird made the curves.

The final experiment was made May 14. At noon that day the Wrights left the



Two Great American Piano Players-Harold Henry and the Gulbransen

MR. HENRY plays one part of the duet by hand in the usual manner, and—

The Gulbransen itself plays the other part—with Mr. Henry operating it and controlling the expression perfectly, through the pedals.

An interesting proof that the Gulbransen is "Easy to Play," isn't it?

You, yourself, can play the Gulbransen beautifully.

If you love music, you need not be a trained musician, nor even be able to read notes—for the wonderful playing mechanism of the Gulbransen Player-Piano will enable you to play any music just as you feel it ought to sound!

Mr. Henry

is regarded by many critics as our foremost American Pianist. He has been widely heard in concert and recital, and has appeared as soloist with the New York Symphony, Chicago Symphony and Minneapolis Symphony orchestras.

He owns a Gulbransen Player-Piano and keeps it in his Chicago studio for practice and diversion.

In recital and concert work, Mr. Henry uses the Steinway concert grand.

Try it! Let the nearest Gulbransen distributor show you! He will gladly do so. We will send his address, also our new Art Catalog of Gulbransen Player-Pianos, on request.

Nationally Priced

Gulbransen Player-Pianos are sold at the same prices throughout the United States. We mark the price on every instrument before it leaves our factory (see illustration below). The four models are now priced as follows:

"White House" Model . . .	$575
"Country Seat" Model . . .	510
"Town House" Model . . .	460
"Suburban" Model	425

(*Note.*—Curtailed production on account of the war makes early purchasing a measure of prudence.)

Look for this Baby in the Dealer's Window

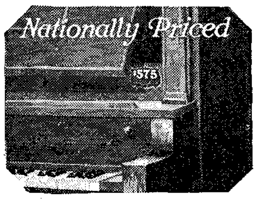
Easy to Play

Trade Mark

(Pronounced Gul-BRAN-sen)

GULBRANSEN
Player-Piano

GULBRANSEN-DICKINSON CO., 3242 W. Chicago Avenue, CHICAGO



ROYAL
OUR WASTE IS YOUR GAIN
COTTON WOOL WASTE
The Waste that
wipes out doubt—

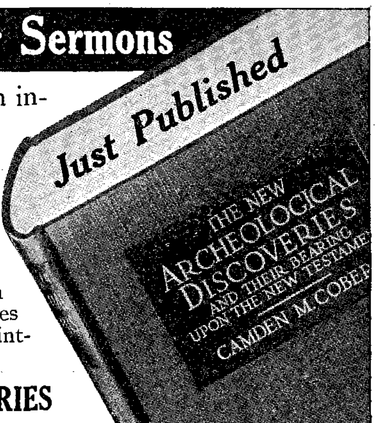
YOU ask me why "specification" wiping waste isn't good enough for you. And I ask you which is more dependable—a fire rocket signal or a radio message. Why isn't it more progressive, more economical, more systematic to select one of the twelve standardized Royal grades and order by grade name?

That's how the principal railroads, large industrial concerns, factories, mills, machine shops and garages buy their wiping waste of me. Uniform quality, even weight, 6% "tare" (wrappings), utter refinement are guaranteed by the responsible organization that manufactures Royal.

"Producing the Fittest in Waste" (write for it) tells the how and why of waste standardization. Ask your jobber or us for the Royal Sampling Catalogue of the 12 standardized Royal Grades.

ROYAL MANUFACTURING COMPANY
General Sales Offices and Plant, RAHWAY, N. J.
Offices in New York, St. Louis, Chicago, Pittsburgh, San Francisco
LOOK FOR THE BRAND ON EACH STEEL BAND

Thousands of Inspirations for Sermons


Just Published
THE NEW ARCHEOLOGICAL DISCOVERIES AND THEIR BEARING UPON THE NEW TESTAMENT
CAMDEN M. COBERN

—up-to-date Sermons throbbing with human interest—Sermons which set forth invincible proofs, carry positive conviction, arouse the half-hearted, vanquish doubt, and win renewed and complete faith from the semi-cynic and the critic. This positively NEW and ONLY book of its kind will place in your hands over 700 large pages of the most remarkable and gripping literature bearing upon the Bible that has ever been published, together with 113 photographs of antiquities in the form of statues, papyri, instruments, tools, paintings, buildings, ruins, coins, inscriptions, etc.

THE NEW ARCHEOLOGICAL DISCOVERIES
AND THEIR BEARING UPON THE NEW TESTAMENT AND UPON THE LIFE AND TIMES OF THE PRIMITIVE CHURCH

By Camden M. Cobern, D.D., Litt.D.; James M. Thoburn Chair of English Bible and Philosophy of Religion, Allegheny College; Honorary Secretary for Pennsylvania and Member of the General Executive Commitee (American Branch) of the Egypt Exploration Fund, etc., etc. Introduction by Edouard Naville, D.C.L., LL.D., F.S.A.; Foreign Associate of the Institut de France; Professor of Archeology in the University of Geneva, Switzerland.

Do You Know That Thirteen New Sayings of Jesus Have Been Found in an Oasis in the Libyan Desert?
Recently Discovered MSS. Confirm the Historical Accuracy of the New Testament?
Thousands of Autographed Letters Written In and Before the First Century Are Now at Our Disposal?
The New Testament Was Written in the Language of the Common People?
A Wonderful New Manuscript of the Four Gospels with Fragments of the Pauline Epistles was Recently Found by an American in Egypt?
Excavations Recently Made Throw an Illuminating Light on the Cities Visited by St. Paul?
Suffragists, Millionaire Tax Dodgers. High Cost of Living, Shorthand, Elevators, Hot Air Heating, Grafting Politicians, Pipe Organs, Trusts and Trade Unions, "Preparedness," etc., were common things in Apostolic times?

Here is Meat for Hundreds of Sermons and Sermon Illustrations.

This is a scholarly pioneer work, without a competitor. It has just been published. It summarizes all discoveries of the past few decades in all lands, right up to the present, which have any important bearing upon the New Testament writings or the Primitive Church. It is withal a thrilling, readable Chronicle of intense human interest. Large Octavo, bound in cloth. Many illustrations; intensively and thoroughly indexed.

Funk & Wagnalls Company, 354-360 Fourth Ave., New York
Gentlemen: Please send me one copy of **The New Archeological Discoveries.** I enclose $1.00. If not satisfied, I may return the book at your expense, within ten days, and you will refund the money paid. If I decide to keep the volume, I will send $2.16 within ten days, completing the purchase. (Price in full, $3.16 postpaid.)
(L.D. 6-8-18)

Name..
Address..
Date....................*State*....................

Only $1.00 Now Pin a $1.00 bill to this coupon and sign and send it. We will immediately send the book, carriage paid, for your approval. The full price is $3.16. Examine it for ten days and then send us $2.16 to pay the balance, or return the book, and in this event we will immediately refund all you have paid. You run positively NO Risk.

Funk & Wagnalls Company, 354 Fourth Avenue, N. Y. City

grounds and made a flight of eight miles, the distance being judged accurately over ground carefully measured. All previous speed records were broken, two of the eight miles being made in two minutes and forty seconds.

AIR-TRAINING CRITICISMS ARE ANSWERED FROM THE FRONT

THE recent death of Maj. Raoul Lufbery in a duel with a German armored plane has drawn the attention of the world more closely to the work of the American aviators in France, who have taken their place by the side of their Allies in the air as well as in the trenches.

The development of this vital branch of our fighting machine has not been accomplished without arousing sharp criticism because of many fatal accidents that have been recorded from the training-camps. The death of a combatant in a battle in the air seems but the toll of war, but the death of men who are still in training for this valuable army service has caused much comment by the press in this country. A concensus of editorial opinion on the subject, which was printed in The Literary Digest, has stirred the editor of *Plane News* to reply quite vehemently to the suggestion that something might be wrong with aviation-training methods.

Plane News is one of a number of trench and camp newspapers that are published at the Front in France, and it is edited and printed by the soldiers themselves. It therefore speaks for the boys "over there"; and, since it is especially devoted to the aviation branch of the service, its statements must be considered as more or less official, for it bears the magic line: "Passed by the Censor." In reply to The Digest's presentation of the views of a number of American editors, it says:

> Had the press stopt to study the situation they would discover that only a small percentage of the fatalities have been caused by collision, and that the other causes were of various natures which are beyond any government control. They would have also discovered that the majority of instruction-centers have outlying fields where men in the various stages in training are confined.
>
> The officers in charge are as competent as can be had. Many are West Point men of long military training and nearly all have taken flying and have become expert aviators themselves. They know, if anybody ever will, the dangers of flying and the necessary precautions to take.
>
> "Tight places" are bound to confront every pilot in the course of his training, and are the finest "examples" in the world if the aviator is able to navigate the danger with success, for it gives him the needed confidence for similar experiences in the future. Safe flying is largely a matter of intuition, which sense can only be acquired through constant practise of long duration.
>
> The training of an aviator, from the beginning, assumes practically the same dangers as actual service in the air at the Front, which is not the case in the training of any other branch in the service. Therefore, it is little wonder that the loss of a few

men in training should stir the public to believing that carelessness has had its part in causing the losses.

The machine a pilot begins on is safer than each succeeding machine he is taught to handle, and it is significant to note just what training will do for the flier. For instance, the casualties for the most part come when the pilot is operating the largest and safest planes. Few casualties are recorded of the lighter and faster types which are exceedingly hard to handle and susceptible to the least wrong move on the part of the pilot.

The air route to victory is considered to be possible, indeed, the probable route by which America will be able to launch its greatest strike and hasten the termination of the war. To prepare this route is necessitating the aid of the country's greatest inventive genius, a large portion of its higher skilled labor, and the best educated and most able-bodied young men for pilots. The plan is requisitioning the finest America has in brains and skill and, like all great war-aggression, is only made possible with human sacrifice so that the end may be accomplished with little delay.

Press criticism of such sacrifices in the Air Service is decidedly detrimental and can cause no gain for the Allies. Airmen are far too valuable to chance losing by careless methods, and careless methods do not exist in America's aviation.

ARE YOU AN ANTIBELLYACHER? IF NOT, JOIN UP AND GET A CARD

THERE is a new antisociety on the lists. Perhaps you are already a member. If not, you will be interested in its propaganda. It is called the Antibellyache Society. Vulgar? Well, only in parenthesis. It's good dictionary English. See the New STANDARD for verification:

> **Bellyache** (vulgar.) To act the sycophant; also, to fret, as with discontent; complain.

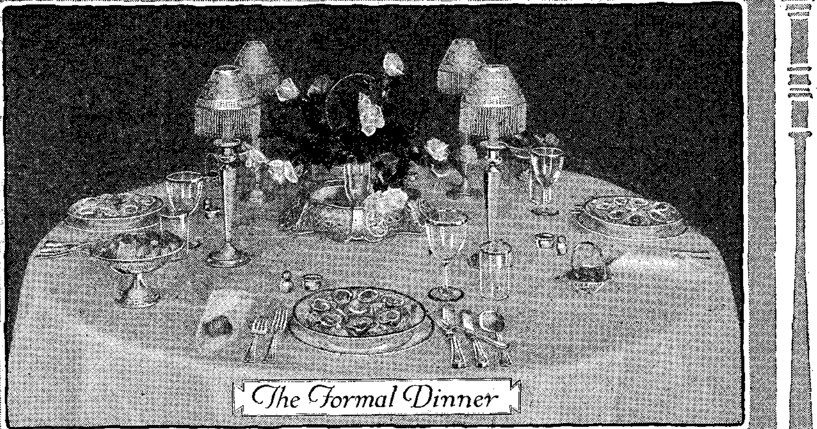
Anyway, it's a good, forceful Americanism.

The membership card of the society states that it has "no dues, no offices, no annual banquet," and that its object is "to discourage war-time bellyaching."

Here are the sentiments to which the members subscribe:

> I avow the belief:
>
> That even *I* could not run this war and please everybody;
>
> That war must necessarily interfere with some peaceful occupations and pursuits;
>
> That all men should *help* as much as possible, and complain as little as possible—that they should "'can' the bellyache."
>
> Wherefore:
>
> I hereby join the Antibellyache Society, and thus becoming an A-B (Antibellyacher), I pledge myself to refrain (so far as possible) from and to discourage bellyaching for the term of the war; to get new members whenever possible; to impose on myself a fine, payable to the American Red Cross, for each bellyache of which I may be guilty.

That's all, except that in the same connection Harvey Whipple, in an editorial in *Concrete* for May, thus calls to the American people:



The Formal Dinner

Why Alvin Long-Life Plate is next to Sterling Itself

Take Alvin Designs They are authoritative. Alvin Craft usually *anticipates* the trend in silver styles. If your silver-plated ware is Alvin, you know it is correct.

Take Alvin Finish Any good jeweler will show you that Alvin has an uncommonly rich, smooth surface not often found in any other silver plate.

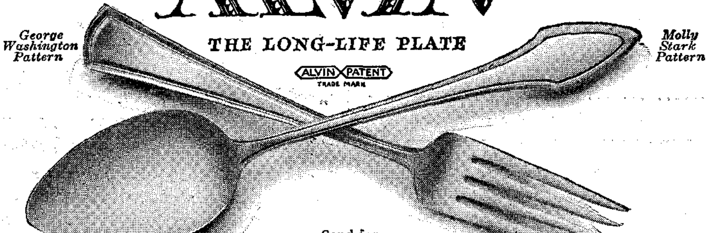
Take Alvin Value No other silver-plated ware that we know of contains as much pure silver as Alvin. In fact, a test made of 14 leading makes of silver plate, showed that *Alvin Long-Life Plate averages greater weight in pure silver than any other make.*

For real *investment value,* you'll find you have to give or get Alvin Long-Life Plate.

ALVIN

THE LONG-LIFE PLATE

ALVIN PATENT TRADE MARK

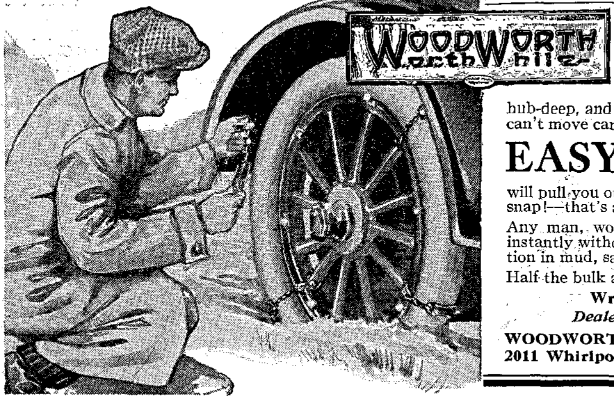


Send for
"Setting the Table Correctly"
By Oscar of the Waldorf.
Fully illustrated, it describes the correct table arrangement for formal dinners, lunches, etc., and contains helpful suggestions for gifts in Alvin Sterling Silver hollow ware, flat ware and toilet articles. Free on request.

ALVIN MANUFACTURING COMPANY, 305 Main Street, Sag Harbor, N. Y.
Makers of Sterling Silverware and the Long-Life Plate. Sold by all leading jewelers.

THE LIGHT OF ASIA
Or The Great Renunciation
by Sir Edwin Arnold. *The life and teaching of Gautama, founder of Buddhism, told in English verse.* 4to, manila, 32 pp. 25 cents; by mail, 28 cents.
Funk & Wagnalls Company, 354-360 Fourth Avenue, New York

THE UNCONSCIOUS MIND
By A. T. Schofield, M.D., M.R.C.S.E. A study into *the mysteries of the mind and their relation to physical* and psychical life, containing the latest scientific research on this topic. 8vo, Cloth, 451 pages. $2.00.
FUNK & WAGNALLS COMPANY, Pubs., NEW YORK



When You're In a Hole

hub-deep, and no foundation for jacking—when you can't move car forward or backward—

EASYON CHAINS

will pull you out. Throw over exposed tire—snap, snap!—that's all. And you are off again.

Any man, woman or child can attach or detach instantly without fuss or labor—and get sure traction in mud, sand, snow, ice or just slippery road.

Half the bulk and weight, half the price.

Write for FREE Booklet.

Dealers: Write for Proposition.

WOODWORTH MANUFACTURING CORP.
2011 Whirlpool Street Niagara Falls, N. Y.

FREE SAMPLE ON REQUEST

including our booklet on Causes, Effects, Treatment and Prevention of PYORRHEA, the pus-producing disease of the gums which poisons the system, undermines the health and loosens the teeth.

PYORRHOCIDE
POWDER
(Antiseptic)

is used like a dentifrice as a co-operative home treatment for pyorrhea and for pyorrhea prevention.

It aids in repairing sore, bleeding, spongy, receding gums. It removes from the teeth the deposits which harbor the germs of pyorrhea and decay. These deposits, if not removed, form the hard deposits commonly known as "tartar." TARTAR is the principal, initial cause of receding gums, pus pockets about the roots, loose teeth and

PYORRHEA

PYORRHOCIDE POWDER is highly efficient as a healer of infected gum tissue and as a cleanser and polisher of the teeth.

At all druggists. Price $1.00

WRITE FOR SAMPLE AND BOOKLET TODAY
Mailed anywhere in the United States or Canada

Fill In and Sign This Coupon

The Dentinol & Pyorrhocide Co., Inc.
1480 Broadway, New York Dept. D

Gentlemen:
Mail free sample and pyorrhea booklet
OR
Enclosed find one dollar for full size package (6 months' supply) and booklet.
PRINT your name and address to insure legibility.

Name..

Address..

Stop Radiator Leaks with
RADIATOR NEVERLEAK
Money Back Guarantee 50 & 75¢

Boston Garter

Boston Garter
Velvet Grip
Holds your sock smooth as your skin
Boston Garter

Comfort
The Boston Garter rests so easily on the leg that you forget you have it on.

Convenience
Easily adjusted—fits smoothly and stays in place until you release it.

Service
The "Boston" combines ease, efficiency and durability. It retains its strength and elasticity after long wear.

Sold Everywhere. 25c., 30c., 35c., 50c.
GEORGE FROST CO., MAKERS, BOSTON

Let's not forget that we're in this thing in self-defense.

There are a few people who think this war isn't worth while, and most of them are keeping their mouths discreetly shut. But there are a host of flyspeckers, calamity-howlers, and wo-betiders that are barnacles on the Ship of State. At heart most of them are loyal, good American citizens, but their tongues are loose. If you think this war is worth while, then join a movement to stop the mouths of those sobbers.

Let's "can" the bellyache.

Our sympathy goes out to the man whose business has been hit a hard wallop by this war. We are sorry for the man who can't get cars; can't borrow money; can't ship goods, or can't make 'em. We are sincerely sorry to see a man suffer, even when his suffering may be necessary to further the chief business in which we are all engaged—the business of winning the war.

Let's "can" the bellyache.

If our public servants are sometimes wrong; if they misjudge conditions, men, measures, then those who suffer unjustly—while the nation trains off its fat and girds itself for war—let those with a common grievance get together; do some constructive thinking and planning and show our public servants, not with sobs and whines, but constructively, how things should be done. Let's cut out the fault-finding.

"Can" the bellyache.

There are four things worth having in mind all the time:

1. The seriousness of the war—the necessity that it be prosecuted as the chief activity of the nation, at the cost of individual needs and preferences.

2. The fallibility of all men, and therefore all public servants; the unescapable fact that no man or body of men could run even a little war and please everybody—and this war is the biggest war the world has ever seen.

3. The fact that our Government recognizes the necessity that business proceed so that the difference between income and outgo shall be as great as possible on the credit side—so that there may be profits and savings out of which to pay for the war.

4. The fact that in times like these the individual is of small consequence; the private need or preference is swallowed up in the public necessity—to the end that private needs and preferences and individual freedom may eventually survive.

We give up individualism to the end that we shall ultimately retain it. We shall not dare to clutch at our private wants or they must be torn from us. We give them up so that we may gratify them to-morrow.

We grasp the hand of the man whose business goes to ballyhack —we are sorry, but this is war. It is inevitable that the activities of peace shall be disarranged. Let us all help by silence and reproach to "can" the bellyache.

Let's organize, as we must, to criticize constructively; do the best we can, but mostly let's drive the damn machine of war until our enemies have had enough. Let's "can" the bellyache; stop the footless chatter of the street, the cheap mouthings of the malcontents. We are not overrun by the Hun. Our country is not devastated. Its people are not outraged nor its homes made desolate. The only sobs our country has an ear for are the sobs of those whose hearts are torn, those who have seen the war come to their homes, to demand the supreme sacrifice.

THE SPICE OF LIFE

A Fifty-fifty Irishman.—In his book, "From Gallipoli to Bagdad," "*Padre*" William Ewing tells the story of a burly Irishman brought into the field-hospital suffering from many wounds.

"What are you?" asked the doctor.

"Sure, I'm half an Irishman."

"And what's the other half?"

"Holes and bandages."—*Pittsburg Chronicle-Telegraph.*

Murphy Preferred Coasting.—An officer on board a war-ship was drilling his men.

"I want every man to lie on his back, put his legs in the air, and move them as if he were riding a bicycle," he explained. "Now commence."

After a short effort, one of the men stopt.

"Why have you stopt, Murphy?" asked the officer.

"If ye plaze, sir," was the answer, "Oi'm coasting."—*Pittsburg Chronicle-Telegraph.*

Cheering Packages from Home.—The mails from home had been received by a certain regiment. One Tommy received a large box addrest to himself, and with a triumphant yell he rushed off to his company's lines and gathered them around him to share the contents of the box.

"Smokes, lads," he cried, as he unfastened the wrapping. "From the old man, I know it, and there's sure to be a bottle or two of Scotch."

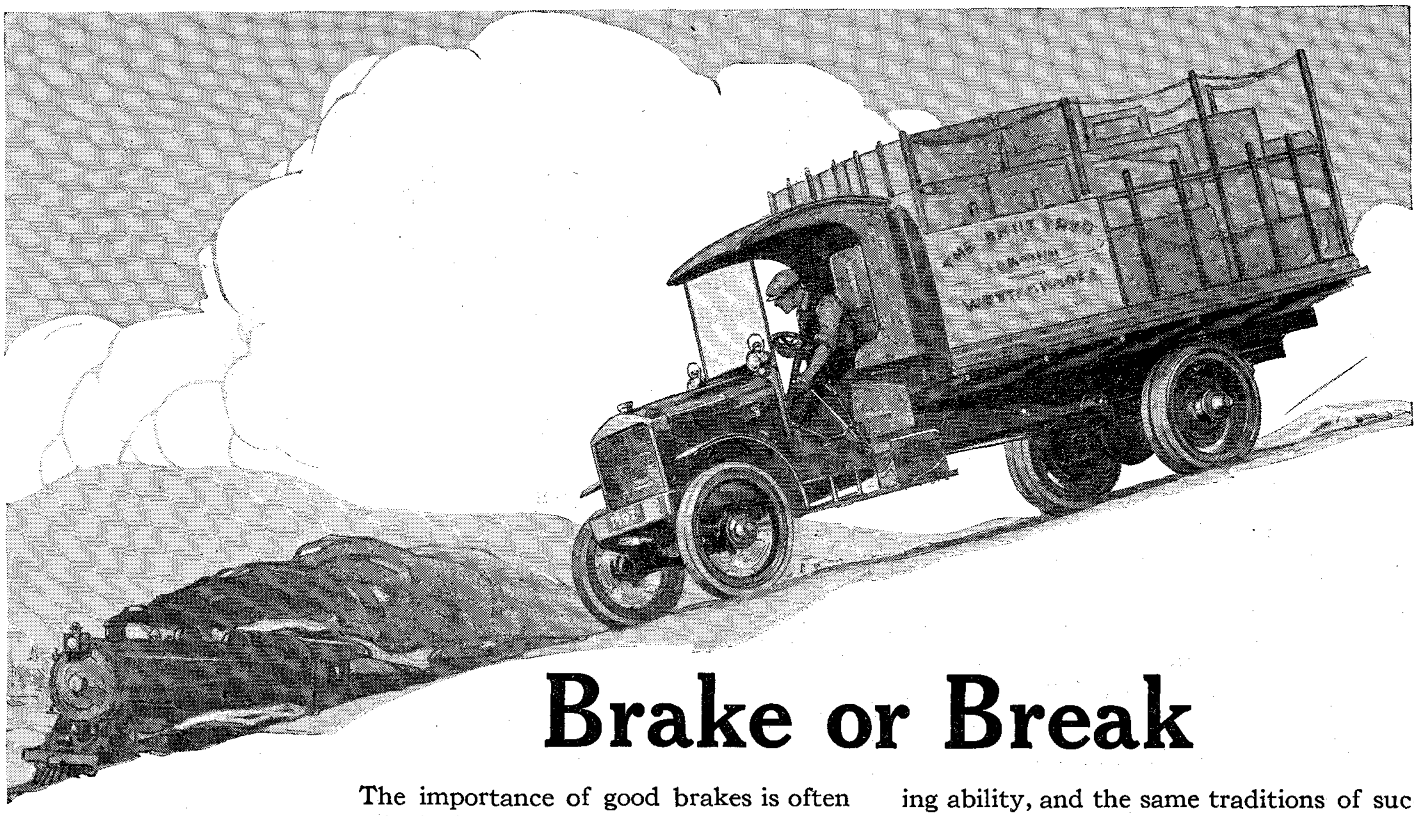
He opened the box, gave one look and collapsed in a heap. "It's from old Aunt Mary," groaned the warrior. "Bandages an' 'intment, an' embrocation, an' splints, an' a book on 'ow to be your own surgin."—*Chicago Herald.*

Too Much Capital Required.—A Cleveland father tells us that he thought he had thought up a great scheme for keeping order in his household. He noticed that his rather obstreperous young son had the quality of thriftiness, and resolved to appeal to it.

"Sonny," said he, "I'm going to give you a nickel every day you're a good boy, on condition that every day you are naughty you are to give me a nickel. Is it a go?"

"I'd like to do it, dad," answered the kid. "But I can't afford it. I've only got $1.26 in my bank to start on."—*Cleveland Plain Dealer.*

Rules for the Gardener.—In tools for gardening, you require a wheel-hoe with cultivator, rake, plow, side-hoe, seed-dropper, and all the wrinkles, about $14.35; miscellaneous hand-hoes, rakes, cultivators, pushers, pullers, persuaders, and grabber, $27.56. Total about $41.91. These tools are not to use on your own garden, but to lend to your neighbors. You do your own work with tools borrowed from one neighbor while another neighbor is using the ones you bought. Garden tools are like a circulating library, only very few of the things come back. You must also have a large supply of monkey-wrenches, Stilson wrenches, hammers, saws, screw-drivers, etc., because the neighbors who borrow your garden tools will naturally hesitate to ask you to come over and fix 'em when they get out of whack, but will be glad to borrow the tools to fix 'em with. So you just gotta have plenty of implements and tools.—*Richmond Times-Dispatch.*



Brake or Break

The importance of good brakes is often overlooked by a truck buyer, because they are the least used parts of the chassis.

Of all the vitally important parts of the truck, the brake is the only one that is not in continuous operation while the truck is in motion.

It is the only one that has to be built for the *exceptional emergency.*

It is the one which must be *absolutely reliable,* which must not fail under *any circumstances,* and whose failure *always* means liability to serious injury of the vehicle and its cargo, if not to human life.

There are three great commercial requirements in an efficient truck:

It must have the right power transmission to drive the load.

It must have sturdy axles to carry the load.

And it must have some practical, economical and *sure* way of *stopping the load.*

When the factor of human safety is considered as well as the value of the whole vehicle and its cargo, stopping the load assumes major importance.

Therefore good brake construction is an integral part of good rear axle construction.

Timken-Detroit brakes have back of them the same long experience, the same engineering ability, and the same traditions of successful performance that are back of every part and piece of any Timken-Detroit Axle.

The problem of building the right kind of a brake can be and is worked out with scientific accuracy. There is no guess-work about it.

The Timken brake is designed in such a way that it closes its grip on the rear axle smoothly and evenly but swiftly. It brings the load to a dead stop without sudden jolt or jar, but in the shortest possible distance.

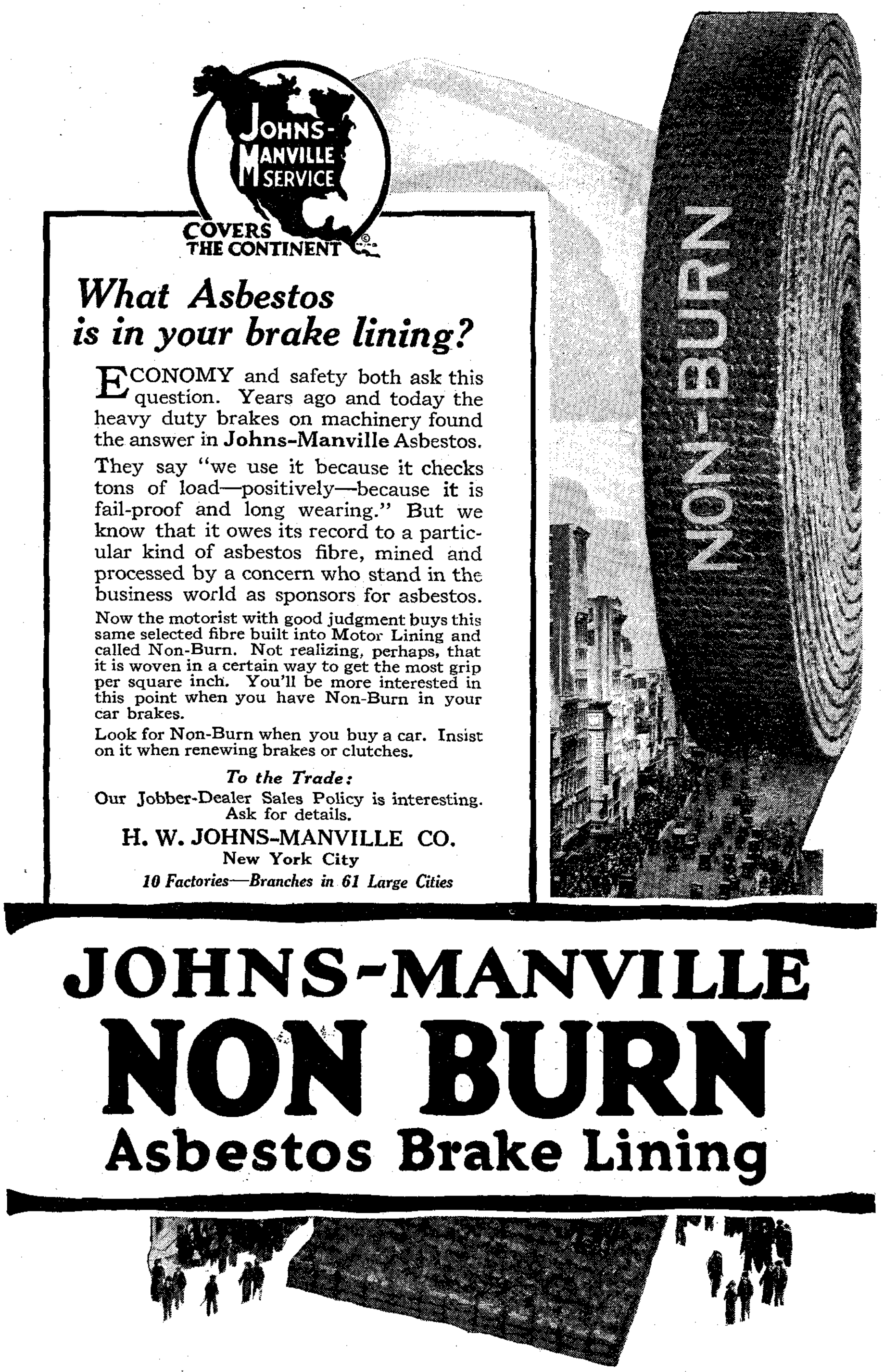
And when set, it holds like a bull-dog.

Timken engineering goes beyond the brakes, it considers the relation of every detail of axle structure to the efficient operation of the brakes. It also co-operates with the truck builder in order that the system of rods and levers connecting the driver's hand or foot with the brake is *scientifically designed and accurately installed;* this is extremely important; for you must have not only good brakes, but *efficient* and *dependable control* of them *every instant.*

Send for free copy of the Timken Booklet D-5, "The Anatomy of Automobile Axles," and read carefully what it says about the essentials of good brake construction.

THE TIMKEN-DETROIT AXLE COMPANY
Detroit, Michigan
Oldest and largest builders of front and rear axles for both passenger cars and motor-trucks.

TIMKEN-DETROIT
FRONT and WORM-DRIVE REAR
AXLES
For Efficient COMMERCIAL Haulage



What Asbestos is in your brake lining?

ECONOMY and safety both ask this question. Years ago and today the heavy duty brakes on machinery found the answer in **Johns-Manville** Asbestos.

They say "we use it because it checks tons of load—positively—because it is fail-proof and long wearing." But we know that it owes its record to a particular kind of asbestos fibre, mined and processed by a concern who stand in the business world as sponsors for asbestos.

Now the motorist with good judgment buys this same selected fibre built into Motor Lining and called Non-Burn. Not realizing, perhaps, that it is woven in a certain way to get the most grip per square inch. You'll be more interested in this point when you have Non-Burn in your car brakes.

Look for Non-Burn when you buy a car. Insist on it when renewing brakes or clutches.

To the Trade:
Our Jobber-Dealer Sales Policy is interesting. Ask for details.

H. W. JOHNS-MANVILLE CO.
New York City
10 Factories—Branches in 61 Large Cities

JOHNS-MANVILLE
NON BURN
Asbestos Brake Lining

YOUNG'S ANALYTICAL CONCORDANCE An authoritative and invaluable volume for the preacher, teacher, or student. Makes you your own commentator of the Bible without a knowledge of Hebrew or Greek. Proper names alphabetically arranged. Latest information on archeology, etc. 311,000 references and 30,000 New Testament readings. *4to, 1,244 pp., $6.00; Half Morocco, $10.00; Full Morocco, $12.00. Patent Thumb-Index, 75 cents extra. Light India Paper Edition, Flexible Morocco Binding, $16.00.* Average carriage charges, 36c

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

A Little Training Course Complete for 75c

By SHERWIN CODY.

STORY WRITING AND JOURNALISM

An intensely interesting and valuable course full of useful hints for all who would put MORE power and punch into stories, advertisements, letters, booklets, speeches, sales talks, etc. Takes up journalism, short story writing, creative composition, material for story, central idea, plot construction, soul of the story, character study, setting, how to observe men, the motive and many other phases of story writing and practical composition. Cloth-bound, 126 pp., 75c postpaid. Cody Dept., Funk & Wagnalls Company, 354-360 Fourth Avenue, New York.

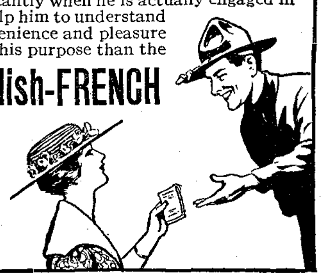
HELP PUT THIS BOOK IN EVERY SOLDIER'S KIT

This volume is the authorized and most popular dictionary on the Western front in France, and it is in the hands of thousands and thousands of Canadian, Australian and British soldiers. Contains 8,000 more words than any other similar dictionary.

ALREADY many individuals, fraternal organizations, church societies, etc., are presenting their local soldier boys with this handy book. If you know a soldier, give him one. It will help him out of many trying difficulties. If you are a member of an organization, tell them in meeting that here is a glorious way for those who can't go to "do their bit." Every man in the Army, Navy, or any other branch of the war service, should have a French vocabulary. He will need it constantly when he is actually engaged in the war and comes into daily contact with the French people. It will help him to understand his allies better and it will add immensely to his personal comfort, convenience and pleasure while he is in France. There is no better book on the market for this purpose than the

FRENCH-English—Pocket-Sized Dictionary—English-FRENCH

This handy little volume weighs only a few ounces and yet it contains 28,000 words defined, the French translations of over 14,000 English words and the English meanings of the same number of French words. Contains also tables of weights and measures, menu terms, money values in French, English and American currency and a wealth of other information needed by the American in France. This is just the book to help you in conversation with your French comrades. Handy pocket size for odd-moment study or quick reference. 576 pages.



Bound in Flexible Red Leather, postpaid for $1.00. Bound in Substantial Cloth, 64c postpaid
Double Thumb-Notch Index, 35c extra
FUNK & WAGNALLS COMPANY, 354-60 Fourth Avenue, New York

CURRENT EVENTS

THE WAR

THE GERMAN OFFENSIVE

May 22.—London dispatches announce that while waiting for the German drive, which is believed to be imminent, the Allied forces are becoming more and more aggressive in minor attacks and raids.

The British official report states that the enemy made another attack east of Mesnil, but was repulsed. Another successful British raid was carried out in the neighborhood of Hébuterne, inflicting heavy losses on the enemy and resulting in a few prisoners. Southeast of Arras the British entered the German trenches and captured fourteen prisoners and a machine gun. Other prisoners were taken in the neighborhood of Locon and in the sector between the Forest of Nieppe and Méteren. North of the Ypres-Comines Canal sixteen prisoners were captured. The enemy artillery is reported to have shown activity during the night in the neighborhood of Dernancourt and east of the Forest of Nieppe.

The French official report states that there were reciprocal artillery-engagements on the Somme and Oise fronts, while the night was marked by violent enemy artillery-action in the vicinity of Hailles, Senecat Wood, Rouvroy, and Plemont. Great patrol and reconnaissance activity was noted on the whole Ailette front.

The German official report states that lively artillery-action in the Kemmel region continues, while strong attacks south of Locre are repulsed.

May 23.—London dispatches state that with the moment for the expected German drive approaching action on the various fronts has dwindled down to almost nothing.

The British report that hostile raids were repulsed at Aveluy Wood and south of Hébuterne. Successful raids were carried out by the British near Ayette and Leux St. Marc Wood, inflicting a number of casualties and capturing a machine gun.

The French official report states that the enemy artillery was active at various points south of the Avre.

The German report states that the artillery-activity in the Kemmel region is increasing.

May 24.—London reports that while air-operations are maintained on a large scale over the battle-lines, other operations have died down. In an address in Edinburgh, Premier Lloyd George states that Germany is straining every nerve to strike a decisive blow before the full force of the American Armies can be brought into the field. A Washington dispatch at the same time states that military experts declare that Germany is working night and day to prepare the next desperate blow on the Flanders or Picardy front, and that at the present rate at which American troops are being transported to the Front a million men will be in France by July 1.

The British official report on the operations at the Front states that under cover of a heavy barrage the enemy carries out a raid in the neighborhood of Bucquoy. A few prisoners are brought in by British and French patrol from different parts of the Front. A few of the British troops are missing as a result of a German raid north of Lens.

The French report that a detachment penetrated the German line south of Canny-sur-Matz.

Berlin reports that active artillery action was revived in the Kemmel region and on both sides of the Lys and Scarpe, as well as south of the Somme between Moreuil and Montdidier.

May 25.—London states that aside from the constant bombardment of the Béthune sector and German activity east of Hazebrouck there is nothing to indicate the resumption of the German drive.

The British official report states that on the previous night troops raided enemy trenches north of Albert, capturing forty prisoners and two machine guns.

The French report intermittent artillery-action north and south of the Avre.

Berlin reports that a night attack by the Allies northwest of Kemmel and north and west of Albert broke down with heavy losses. In the neighborhood of Hamel Allied storming troops are reported to have been shot to pieces and thrown back.

May 26.—London reports that on the whole the situation is unchanged, with here and there artillery-activity on both sides. There is still no sign of the new enemy blow.

The British night report states a hostile raid in the sector north of Bailleul was repulsed. Successful British raids were carried out east of Hébuterne and south of Neuville-Vitasse. Enemy artillery is reported as showing increased activity.

The French official report states that both artilleries developed great activity in the Hangard Wood region and south of the Avre.

The German official report states that seventy Belgians were captured in small operations on both sides of Dixmude. Considerable increase in artillery-fire is reported after dark in the Kemmel region and between Moreuil and Montdidier. West of Montdidier and in the Ailette region, American, French, and British troops are reported to have been taken prisoners.

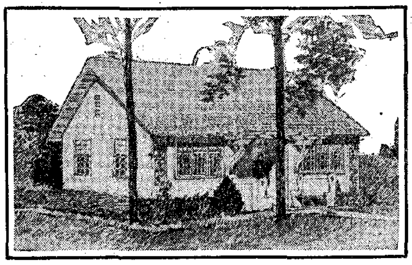
A dispatch from Geneva states that Field-Marshal von Hindenburg is in a Strassburg hospital suffering from typhoid fever and that his condition is critical.

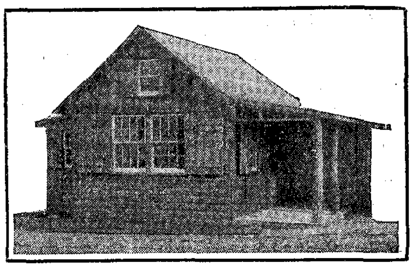
May 27.—London reports that the great German offensive is resumed on practically the entire front. Terrific blows were struck in Flanders and on the Aisne. Heavy bombardments and gas-attacks are reported from other points. The Allied line was generally kept intact.

The British official report states that the attack began 3:30 in the morning at Berry-au-Bac, and at the same time attacks were made on the French on the right and left along the high ground traversed by the Chemin des Dames. In the British sector the attack was supported by tanks. On the left the enemy pushed back the British to the second line of defense. In the neighborhood of Dickebusch Lake the enemy succeeded in penetrating for a short distance into the French positions. On the remainder of the British front the situation is unchanged.

The French official report states that the Germans opened a violent bombardment during the night all along the front between the Forest of Pinon and Reims. Active artillery-fighting is reported in the Champagne. The battle continued throughout the day with extreme violence on a front of forty miles. The enemy pushed ahead without regard to their losses in the Valley of the Aisne. Certain elements reached Pont Arsy. The French and British troops, cooperating magnificently, retired methodically and in perfect liaison, making the enemy pay dearly for his successes.

The official report from Berlin states that


THATCH MODEL


POCONO MODEL

Own Your Own Summer Home!

BOSSERT HOUSES open up the way to greater summer pleasure and to big savings on summer expenses.

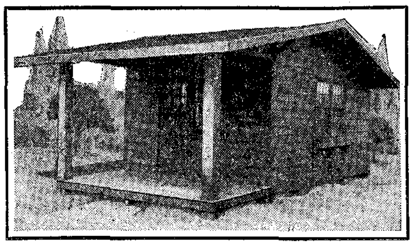
The small investment necessary will pay dividends this summer and during many summers to come by saving you the big expenses of boarding your family at a hotel or other summer resort.

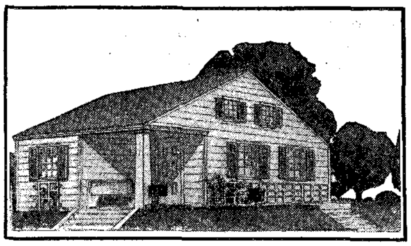
Bossert Houses

can be sold at their low prices because of our standardized methods of manufacture and thoroughly systematized organization.

It is a most simple matter to put up a Bossert House. No expert labor needed! Shipped in sections, already painted and with hardware fitted, all you need do is assemble the parts. Bossert Houses are sturdy, substantial and built of best quality materials. They are fully covered by U. S. patents.

See the complete line of Bossert Houses at a wide range in prices. Send 18c for beautiful catalog of illustrations and descriptions today.


CALIFORNIA MODEL


COLONIAL MODEL

All details of Bossert Construction are fully covered by U. S. Patents

LOUIS BOSSERT & SONS, Inc., 1307 Grand St., Brooklyn, N. Y.

Bronze Memorial Tablets

Wm. Donald Mitchell, Designer

JNO. WILLIAMS, INC. BRONZE FOUNDRY

538 WEST 27TH STREET-NEW YORK CITY

CORRESPONDENCE INVITED

BRONZE TABLETS

Samuel Coleridge Taylor

MUSICIAN
His Life And Letters
Just Published

By W. C. BERWICK SAYERS. With an appendix listing his Compositions. This is the first authentic and complete life of the only composer of classic music to come from the colored races. His mother was an Englishwoman and his father a Sierra Leone Native. His life is one of fascination and unusual interest.

Many photos, over 300 pages, $2.25 net; by mail $2.37.

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

FOR MEN OF BRAINS

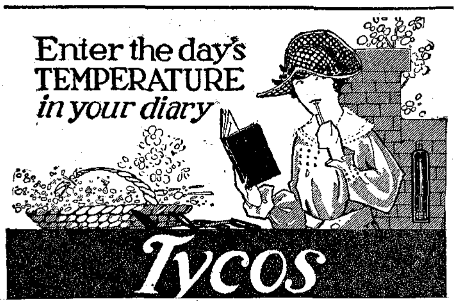
Cortez CIGARS

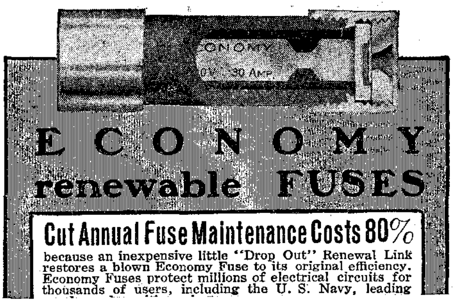
-MADE AT KEY WEST-

ADDISON'S ESSAYS

Selected. With Portrait. Cloth, 75 cents.

FUNK & WAGNALLS COMPANY, NEW YORK


Enter the day's TEMPERATURE in your diary



ECONOMY renewable FUSES

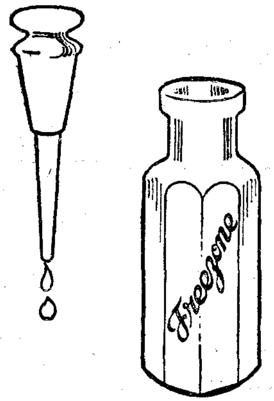
Cut Annual Fuse Maintenance Costs 80%

because an inexpensive little "Drop Out" Renewal Link restores a blown Economy Fuse to its original efficiency. Economy Fuses protect millions of electrical circuits for thousands of users, including the U. S. Navy, leading

LIFT OFF CORNS, MAGIC! NO PAIN

Drop Freezone on a touchy corn then lift corn off with fingers

Drop a little Freezone on an aching corn, instantly that corn stops hurting, then you lift it right out. It doesn't pain one bit. Yes, magic!

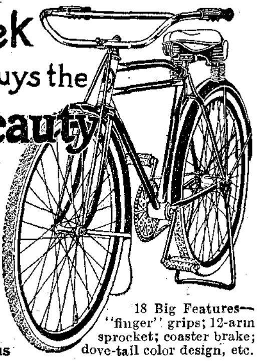


Why wait? Your druggist sells a tiny bottle of Freezone for a few cents, sufficient to rid your feet of every hard corn, soft corn, or corn between the toes, and calluses, without soreness or irritation. Freezone is the much talked of ether discovery of a Cincinnati genius. —*Advertisement.*

Connectives of English Speech

By *James C. Fernald, L.H.D.* A handy manual on the correct use of Prepositions, Conjunctions, Relative Pronouns and Adverbs. Invaluable to writers, speakers and students. *12mo, Cloth, 320 pp. $1.50 net. Postpaid $1.62.*
FUNK & WAGNALLS COMPANY, 354-360 Fourth Ave., NEW YORK

$1 A Week buys the Black Beauty



Our plan gives you this new model Black Beauty Bicycle at once. Easy payments; no need to "save up." We ship

On Approval Factory Direct

Freight Prepaid. Keep it if you like it—pay small deposit, then $1.00 a week; or return at our expense. No risk at all. Guar. 5 yrs.

18 Big Features—"finger" grips; 12-arm sprocket; coaster brake; dove-tail color design, etc.

Best Tires—the famous $9.00 Vitalic Non-Skid Tires

WRITE TODAY for Plan and big Black Beauty Catalog (in colors) FREE Pick out your model

May 28.—London reports that the great German offensive made rapid progress during the day in the Aisne sector and at night continued apparently unchecked. The enemy crossed the Vesle River at two points and gained wide stretches of territory on either side. Numerous towns have been taken by storm and Berlin claims the capture of 15,000 prisoners. The French and British are retiring steadily, but giving battle for every inch of ground.

The British official report states that continuous pressure was maintained all day (May 27) against the British troops on the Aisne front and severe fighting continues on the entire British sector, and the second-line positions were maintained until a late hour. At the end of the day the weight of the enemy troops carried them across the River Aisne to the west of the British sector. The enemy is developing his attack in great strength along the whole of the Aisne front. Counter-attacks reestablished the British line east of Dickebusch Lake. Four German divisions are known to have been engaged, on which severe losses were inflicted.

The French report states that the enemy renewed his thrust more strongly toward the southeast of Soissons. A counter on the left stopt the German advance and broke up attacks on Neuville-sur-Margival and Vregny. The enemy succeeded in crossing the Vesle at several points. West of Montdidier the Americans, supported by British tanks, brilliantly occupied a salient along a front of two kilometers and the strongly fortified village of Cantigny, capturing 170 prisoners and material. They repulsed counter-attacks. The American casualties were relatively small.

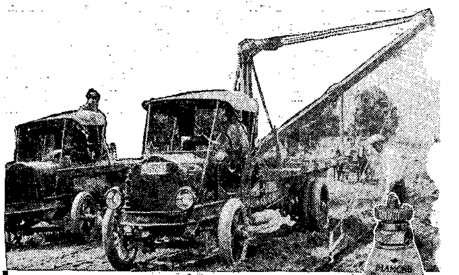
The German official night report states that they are fighting for the Vesle sector between Soissons and west of Reims, and have captured the southern bank on both sides of Fismes. The attack across the Aisne is being continued and the German successes have been further extended. The army of General von Boehm took the Chemin des Dames by storm and the attack of the Crown Prince to the south of Laon led to complete success. After tremendous artillery-preparation the German infantry crossed the Ailette River at daybreak of the 27th and penetrated the English lines between Corbeny and the Aisne. Pinon, Chavignon, Fort Malmaison, Courtecon, Cerny, the Winterberg and Kraonne, the Villerberg, and fortified works near Berry-au-Bac were taken by storm. The crater-field of last year's spring and [illegible]an fighting was captured in uninterrupted attacking pressure. The army of General von Bülow threw the Allies out of strong positions back across the Aisne-Marne Canal and took b[illegible] Cormicy, Cauroy, and Loivre [illegible] the present 15,000 prisoners are [illegible].

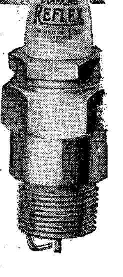
A[illegible] AT THE FRONT

May 25.—General Pershing reports that First Lieut. Walter V. Barneby and Second Lieut. Kenneth P. Colbert were killed by the accidental fall of an airplane. Before their death they were decorated with the *Croix de Guerre* for valor in numerous flights. Two hostile airplanes were shot down on May 21.

May 27.—A dispatch from the Headquarters of the American Army in France states that three German raids against the American positions were repulsed in hand-to-hand encounters after a fierce bombardment in which it is estimated that 10,000 shells were fired by the enemy.

May 28.—A dispatch from the Headquarters of the American Army in





REFLEX equipped White Truck in intensive industrial work, doing the work of a gang of men.

INEXPENSIVE, YET VITAL

Spark Plugs contribute as much toward your car's performance as the most costly, elaborate part. Inexpensive as they are, you should give them the same consideration you give your engine, axle, differential, or any other part.

REFLEX SPARK PLUGS
KEEP THE CAR ON THE GO!

Reflex users are car and truck owners who appreciate the responsible part spark plugs play in a car's daily operation—men who realize the amount of time lost in changing defective plugs.

Reflex Plugs were selected by White Engineers for White Truck for war-zone and intensive, industrial work. Cash in on their experience—equip with Reflex Plugs for trouble-proof ignition. Your dealer will sell them on a money-back guarantee. Ask him for our handy booklet, 'Your Aim—.' Write us direct if he is out of either.

THE REFLEX IGNITION COMPANY
1702 Payne Avenue, Cleveland, U. S. A.

all food, no waste

EDUCATOR CRACKERS

Oatmeals (*Order From Your Grocer*) Triumphs
Wafers Plain Grahams Golden Maize
Animals Sweet Grahams Cookies
Demi Tasse Water Crackers Grahamettes
Johnson Educator Food Co., Boston

The World's Dominant Figures

during 100 years of the world's most vital history—the men who shaped the destinies of Europe and America, who formed the friendships and alliances that proved so vital in the present war, are all presented to you in a fascinating historical story—A HISTORY OF THE MODERN WORLD, by Oscar Browning, M.A. Written in most entertaining style, and absolutely authoritative and complete. A knowledge of the events of this period and the men who controlled them is indispensable to every one who would understand the attitudes and motives of the

gained all their objectives, capturing 145 Germans, including two officers. The American losses were slight and only two men are reported missing. It took the Americans only three-quarters of an hour to complete their conquest.

Following is the American casualty list according to the latest War Department figures: Total, 6,419; killed in action, 805; died of wounds, disease, accident and other causes, 1,653; severely wounded, 688; slightly wounded, 2,973; missing in action and prisoners, 300.

THE WAR IN THE AIR

May 22.—A German official report states that on May 20 bombing squadrons destroyed extensive French munitions-depots near Blargies.

A dispatch from the French front states that American air-squadrons have been participating with the French in bombing operations behind the German lines on a large scale, 120 Allied planes being in the air at one time. Between May 15 and 18, 105 aerial combats were fought in the course of patrols. Thirty-seven German machines were destroyed and 60 others forced to land badly damaged within their own lines. Eight captive balloons were burned. During the same period 160 tons of bombs were dropt on enemy depots. On May 16, in broad daylight, bombing machines, protected by 75 chasers, swept all the enemy aircraft out of the skies and dropt bombs over a large space.

Washington announces the death of Ensign Stephen Potter, Naval Reserves, while fighting seven single-seated airplanes over the North Sea, on April 25.

London reports that twelve German planes were brought down by British airmen on May 20; gun-fire sent down two others, while two were driven down out of control. Two hostile balloons were also destroyed. Four British machines are missing.

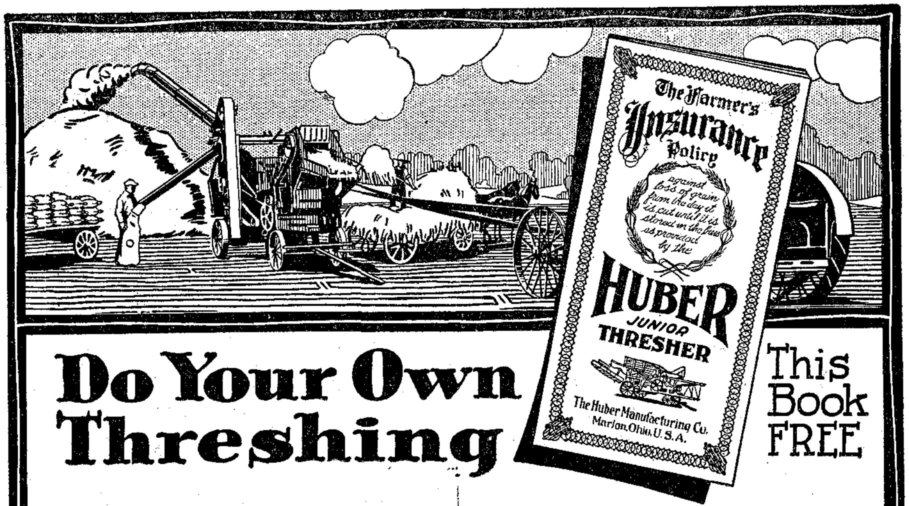
May 23.—General Pershing reports that Lieutenant Kurtz, a pilot, fell within the American lines and was killed. The fall was apparently due to an accident.

A statement issued at the War Office in Berlin reports that among others three American planes were brought down on the Lys battle-field on May 22.

The British report unprecedented aerial activity on the battle-front and behind the German lines. Eighteen tons of bombs were dropt on enemy airdromes and hostile billets. Thirteen German machines are reported to have been brought down in fighting, two were brought down out of control and another by gun-fire. Three British planes are missing. Four tons of bombs were dropt on the electric power-station at Kreusewald, one bomb striking the boiler. Bombs dropt on the Metz-Sabion railway-station burst in the engine sheds. After dark eleven tons of bombs were dropt on hostile airdromes and billets and the docks at Bruges. Mannheim was again attacked, a chlorine factory being set on fire. On May 21, bombs were dropt on four of the enemy's large airdromes near Ghent and Tournai, and billets near Armentières, Bapaume, and Bray. Two formations set out at daybreak on May 22, on a long-distance raid on Liége, where three large fires were started by 22 heavy bombs. Twelve bombs were dropt on the railroad-station at Metz.

A dispatch from the British Army Headquarters in France states that German airmen again heavily bombed British hospitals behind the lines, killing and wounding hundreds, including patients.

A dispatch from the Headquarters of the American Army states that enemy aircraft have been particularly active in Picardy, on the American front, bombing


The Farmer's Insurance Policy
against loss of grain from the day it is cut until it is stored in the bins as provided by the
HUBER
JUNIOR
THRESHER
The Huber Manufacturing Co.
Marion, Ohio, U.S.A.

Do Your Own Threshing

This Book FREE

DO your own threshing with your own help when the grain is just right. Save loss from sprouting if the season is wet. Save loss from shelling out if the season is dry. Insure your grain against loss by hitching your tractor to

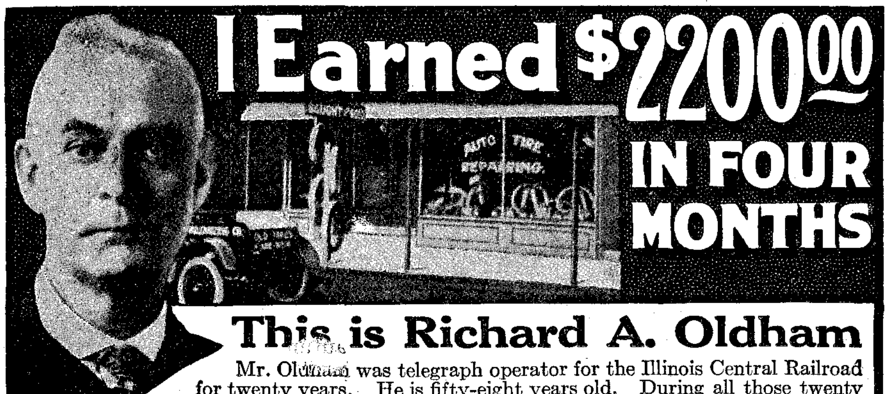
THE HUBER JUNIOR THRESHER

Any 12-25 tractor runs the Huber Junior Thresher with all attachments. The saving in threshing bills will soon pay for it. Large enough to do your own threshing and your neighbors' if you like. The supply of Huber Junior Threshers is limited and the output cannot be increased. This year the demand will be very great. To be sure of securing a thresher, investigate at once. Write for "The Farmer's Insurance Policy", describing the Huber Junior in detail.

THE HUBER MANUFACTURING CO.
605 Center Street Established Over Forty Years MARION, OHIO

A LITTLE TREASURE FOR EVERY HOUSEWIFE
The Expert Cleaner How best to clean everything in and about the house. Hundreds of useful recipes. 12mo, cloth, 75 cents.
FUNK & WAGNALLS COMPANY - - NEW YORK

EMERGENCY NOTES
By Glentworth R. Butler, A.M., M.D. How quick wits and deft hands may give aid before the surgeon or physician arrives. A household necessity. 12mo, Cloth, 18 original illustrations; over 100 pages. 50 cents postpaid.
FUNK & WAGNALLS COMPANY, Pubs., NEW YORK

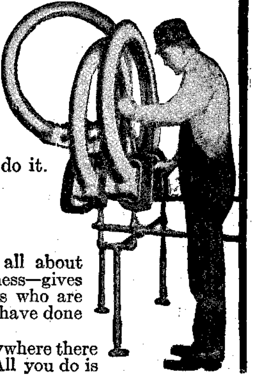


I Earned $2200.00 IN FOUR MONTHS

This is Richard A. Oldham

Mr. Oldham was telegraph operator for the Illinois Central Railroad for twenty years. He is fifty-eight years old. During all those twenty years, he drew the customary monthly salary of a telegraph operator—no more—no less. One day he read one of my advertisements and the possibilities of making mo[illegible] the Auto Tire Repair Business. In a few weeks he had purchased and ins[illegible] Haywood outfit, and was doing business for himself. [illegible] his **Own Boss.** A short time ago he wrote us that his [illegible] four months was as much as it had been in Two and One-[illegible] as Telegraph Operator.

You men who have bee[illegible] home—who are beyond the draft age, can and must take up the [illegible]s left behind by others. Oldham is a living example of what can be [illegible]. There are **thirty million** tires in use every day—punctures and blow outs are common. Something going wrong all the time. New tires advancing to prohibitive prices. Owners forced to have their old tires fixed. I have 500 places to be filled now. 500 stations where tire repairing is neglected, because there is no one to do it.



I Must Have 500 Men
to fill these places within the next 60 days

I have a big interesting book to send you—a book about tires—it tells all about them—how they are repaired by the Haywood method—explains this business—gives inside figures and profit. Gives actual proof of success—letters of others who are now operating Haywood Shops and making big money. What these men have done you can do. $2500 to $4000 a year is conservative.

One machine will give you a start. You can see business around you—everywhere there are automobiles there are tires that need repairing. You know that. All you do is open a shop—put out a Haywood sign, and auto owners will come to you, welcome you and the service you bring them. If you haven't seen the "Sign of the Man and Machine" there is a big opportunity awaiting you.

Sign the coupon and mail it today, or send a post card or letter.

M. HAYWOOD, *Pres.*
HAYWOOD TIRE & EQUIPMENT CO.
1206 Capitol Ave. INDIANAPOLIS, IND.

M. HAYWOOD, Pres.
Haywood Tire & Equipment Co.
1206 Capitol Avenue, Indianapolis, Ind.
DEAR SIR:—Please send me your book on Haywood Tire Repair Plants and full particulars on your National Tire Repair Service and details of your FREE school of tire repairing.
NAME ....
ADDRESS ....
....

—for downright enjoyment get a really good book

Just consider the vast benefits derived from books: the development of the imagination, the widening of the intellectual horizon, the better understanding of life, and, most of all, the joy and inspiration that flow from reading—the right books.

Among all the interesting things in this world there is nothing to compare in fascination with the ever advancing tide of modern thought and observation embodied in the output of our modern writers. You are but half alive if you fail to occasionally plunge your mind into this sparkling intellectual ocean; for reading is a wonderful tonic—refreshing and exhilarating.

And yet, hundreds of thousands lose the infinite pleasure and profit to be drawn from books, because *they don't know how to pick the right ones.*

It is news of joy, therefore, for present as well as prospective book lovers, that this problem has been solved by

BOOKS AND THE BOOK WORLD

a twelve-page literary weekly magazine appearing as a supplement of the Sun every Sunday.

Though in existence only three months, BOOKS AND THE BOOK WORLD has created a great stir in literary circles. Congratulations from old *Sun* readers—the most discriminating and fastidious in this country—and subscriptions from new ones are pouring in from everywhere, even from such far away places as Honolulu, Cherbourg (France), and Sydney (Australia).

If you have an idea that a literary magazine is necessarily dull or dry, BOOKS AND THE BOOK WORLD will be a delightful surprise to you.

In addition to brilliant editorials and reviews of the latest books, it contains a whole page of poetry, many pictures, a special weekly article on rare books and the art of collecting them, and other features not to be found in similar publications.

BOOKS AND THE BOOK WORLD is a part of the Sunday Sun. It can, however, be subscribed for separately at one dollar for 52 weeks, or 25 cents for three months, mailed free. Send subscriptions to Book Dept., THE SUN, 150 Nassau St., New York.

PHOTOGRAPHY Simplified

A plain and practical guide-book for every amateur and professional photographer. Will show you how to do everything in connection with pictures and picture taking, developing, printing, etc. Cloth, many diagrams and illustrations. 152 pages. 75 cents net, by mail 79 cents.

Funk & Wagnalls Co., 354-360 Fourth Ave., New York

Saving Money for Authors

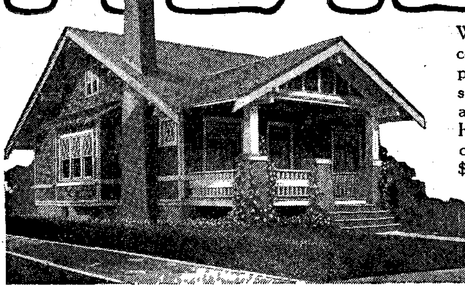
is the purpose of a handbook prepared by Frank H. Vizetelly, Litt. D., LL. D., Managing Editor of the "STANDARD DICTIONARY." Tells many possible economies learned from long experience. Explains copyright, how to market manuscripts, etc. ***"Preparation of Manuscripts for the Printer."*** Fifth revised edition just published. Cloth, 75c postpaid from

FUNK & WAGNALLS COMPANY, New York.

ALADDIN

Well-informed building men agree that home building costs will not be lower for several years. Present prices of Aladdin Houses are based on materials bought some time ago. You can profit by this saving if you act at once. Send stamps today for Aladdin Book of Homes No. 100. Contains about one hundred designs of dwellings, bungalows and cottages from $150 up to $8,000. All material furnished Readi-Cut.

THE ALADDIN CO.
Bay City, Michigan



villages in the rear of the lines and killing a number of women and children.

May 24.—Fishermen arriving at Esbjerg, on the Danish coast, report that a *Zeppelin* was brought down in the North Sea. The crew was rescued by a British destroyer.

The British War Office states that three German planes have been brought down in air-fighting and two others disabled Three British machines are missing During the night seven tons of bombs were dropt on enemy billets near Péronne, Fricourt, and Bapaume and encampments in the Somme area Nearly a ton of bombs were dropt on the railway and factories at Norganlangen, twelve miles north of Metz

Washington reports that six deaths were caused by accidents in the American flying-field during the week ending May 15.

May 25.—A Berlin official report states that on May 23 the crew of an observation-plane shot down four out of a chain of six British one-seater battle-planes.

The French official report states that on May 22 and 23 four enemy airplanes and two captive balloons were brought down. It is confirmed that five additional German planes were destroyed in aerial engagements on May 16 19, and 21.

May 26.—London reports that on May 2 more than 300 bombs were dropt on billets near Armentières and Merville, an ammunition-dump at Varssenaere and the Bruges docks. Eight hostile machines were brought down and two disabled. Another machine was brought down by machine-gun fire from the ground. In the air-fighting since May 18, twenty-four enemy airplanes and an observation-balloon were destroyed Not one British machine was lost.

An American dispatch states that during the Allied air-raids over Liége the Longdoz railroad-station was destroyed and twenty-six persons killed.

NAVAL OPERATIONS

May 24.—Madrid announces that the German submarine No. 65 has entered the port of Santander, Spain.

London dispatches announce that the British armed merchant troopship *Moldavia* has been torpedoed and sunk without warning. Casualties among American troops on board are reported as 51.

A dispatch from Queenstown states that the steamer *Inniscarra*, bound from Fishguard to Cork, has been torpedoed and sunk. Thirty-seven of the crew are missing.

May 27.—The captain of a British steamer which arrived at Newport News, reports that on May 21 he fired five shots at a submarine 150 miles off the Virginia Capes.

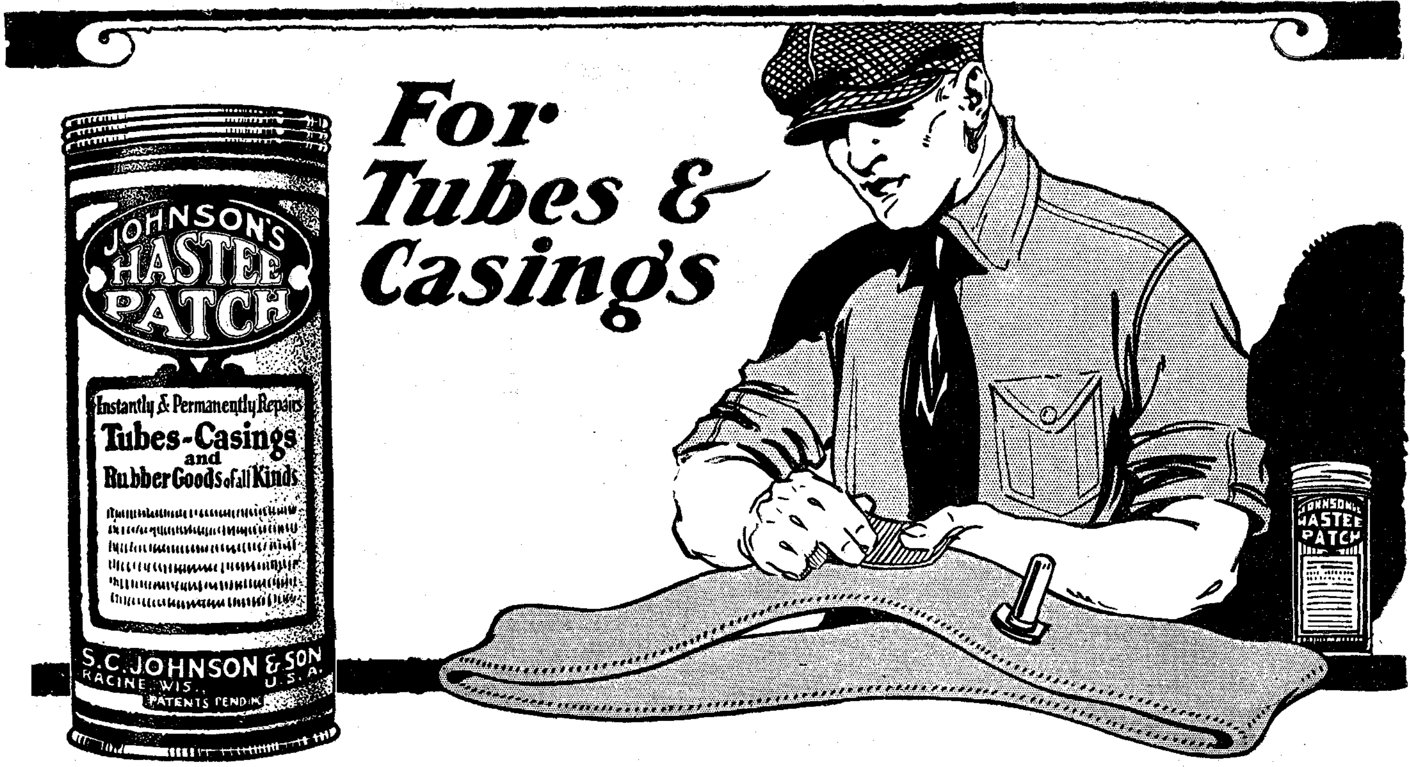
THE ITALIAN FRONT

May 27.—A Rome dispatch states that the Italians have launched an important offensive northwest of Trente capturing 870 prisoners and 12 guns and taking the summit of Monte Zignolon and a spur east of the pass.

May 28.—Rome reports that the Italian troops score further successes, penetrating the enemy defenses at Capo Sile on the Lower Piave front, capturing 450 prisoners and material. Troops formerly under the rule of Austria Hungary are said to be fighting with the Italians at several points.

THE SITUATION IN RUSSIA

May 23.—A London dispatch states that General Eichhorn, the German commander in Ukrania, has received a message from Berlin stating that a call for immediate assistance has been made by General Skoropadsky who, on May 12, was said to have been besieged by troops that have remained faithful to



HERE at last is a quick and permanent repair for tubes, casings and all rubber goods. With it the most inexperienced motorist can easily, satisfactorily and inexpensively repair his own tires. No time, labor, or heat required. The patch can be applied in three minutes at a cost of 2c—and it's so simple a child can use it.

JOHNSON'S HASTEE PATCH

Johnson's Hastee Patch is much more satisfactory than vulcanizing because there is no danger of burning and spoiling the tube. It gives equally good results on a pin hole puncture or a large blow out. Is conveniently put up in strips so the user can cut just the right size Patch for each particular break.

Saves Money

If you'll carry a box of Johnson's Hastee Patch in your tool kit you can eliminate the expense of a lot of spare tubes and casings which fast deteriorate during the hot motoring months. A box of Johnson's Hastee Patch in your car answers the same purpose as two or thre extra tubes and casings. And there is a saving of 23c over garage vulcanizing on your smallest patch and much more on large ones.

For All Rubber Goods

Johnson's Hastee Patch is filling a long felt want for patching rubber boots—garden hose—rubber gloves—hot water bottles—rubbers—rubber coats—syringes—bath sprays—auto tops—sporting goods, etc. Don't throw away your rubber goods when they spring the first leak—make them do double service—repair them yourself with Johnson's Hastee Patch.

Trial Offer

If your dealer is unable to supply you with Johnson's Hastee Patch, send us 50c and we will forward you by prepaid Parcel Post a strip from which twenty-five average size patches may be cut. Satisfaction guaranteed or your money back. We will also send you our booklet entitled "Keep Your Car Young." This will tell you how to reduce automobile depreciation.

S. C. JOHNSON & SON, Dept. LD, RACINE, WIS.

JOHNSON'S CLEANER

Removes Spots, Scum and Grease

No matter what kind of a body polish you use, you will never get good results unless the surface upon which you apply it is clean. For cleaning the body, hood and fenders of automobiles, preparatory to polishing, there is nothing equal to Johnson's Cleaner.

Johnson's Cleaner **really** cleans. It removes spots, stains, tar, alkali, etc. Even those spots that are ground in—mud freckles—and surface scratches you thought were permanent—will disappear like magic under Johnson's Cleaner.

Auto Size, (8 Oz.) 35c.

JOHNSON'S PREPARED WAX

A Dust-Proof Auto Polish

After cleaning your car with Johnson's Cleaner, polish it with Johnson's Prepared Wax. This Wax is made in Liquid Form as well as Paste. The Liquid Wax polishes quickly with but little rubbing—this makes it popular with motorists.

Johnson's Prepared Wax imparts a hard, dry, glass-like polish which does not collect or hold the dust. It preserves the varnish and protects it from the weather, adding years to its life and beauty. It covers up mars and small surface scratches—sheds water—and makes a "wash" last twice as long.

Half-pint Liq. Wax, 50c Pint Liq. Wax, 75c

JOHNSON'S CARBON REMOVER

Cures 80% Engine Trouble

The easiest, cleanest, safest and most satisfactory method of removing carbon deposits is with Johnson's Carbon Remover. It will save you $3.00 to $5.00 over any other method, without laying up your car and with much better results. No time or labor required. You can do it yourself in five minutes.

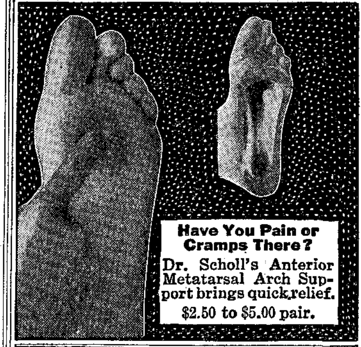
The use of Johnson's Carbon Remover every thousand miles will increase the power of your engine—improve acceleration—stop that knock—quiet your motor—save your batteries—and reduce your gasoline consumption 12% to 25%.

Quarts, $1.75 Pints, $1.00 ½ Pints, .65

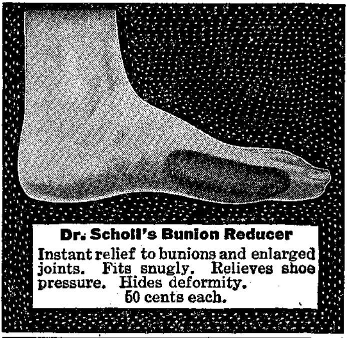
QUICK RELIEF
Dr. Scholl's Foot Comfort Week
This Week

Dr. Scholl's FOOT COMFORT WEEK

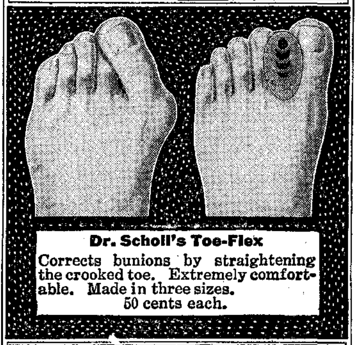
JUNE 17-22



Have You Pain or Cramps There?
Dr. Scholl's Anterior Metatarsal Arch Support brings quick relief.
$2.50 to $5.00 pair.



Dr. Scholl's Bunion Reducer
Instant relief to bunions and enlarged joints. Fits snugly. Relieves shoe pressure. Hides deformity.
50 cents each.



Dr. Scholl's Toe-Flex
Corrects bunions by straightening the crooked toe. Extremely comfortable. Made in three sizes.
50 cents each.

Dr. Scholl's Fixo Corn Plasters
instantly relieve corns, removing them in 48 hours. Three treatments 10c. Nine treatments 25c.

In commemorating Dr. Scholl's Foot Comfort Week this year over 17,000 prominent Shoe Dealers and Department Stores are rendering their country, at this critical period, a distinct and patriotic service. Foot efficiency means National efficiency. No man or woman can do his or her duty with abnormal, uncomfortable feet. These dealers are co-operating in this progressive movement by rendering the footsore public a highly efficient foot comfort service through the use of Dr. Scholl's Foot Comfort Appliances. They are doing a noble work and merit your patronage. Local newspaper announcements and striking window trims will usher in this National event.

Dr. Scholl's Foot Comfort Appliances

are for every form of foot trouble. Illustrated and described on this page are a few of the many Dr. Scholl Appliances and Remedies for the feet. Study their use carefully; you will probably find one that fits your individual needs.

Tired, aching, burning feet, corns, bunions, weak ankles, broken down arches, callouses on soles, pain in ball of the foot, painful heels, flat foot, overlapping toes and other foot ailments readily yield to Dr. Scholl's simple and effective corrective appliances.

Dr. Scholl Dealers are Foot Experts

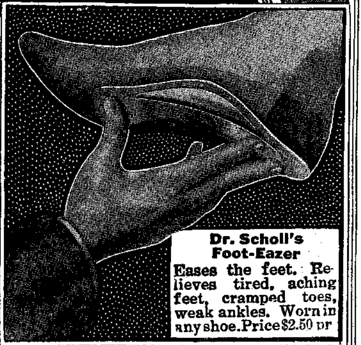
In every store selling Dr. Scholl Foot Appliances you will find a Graduate Practipedist, a foot expert. He will tell you which Appliance is needed and fit it properly to relieve your trouble.

If your dealer is not prepared to give you this service, write direct to Dr. Scholl describing your foot trouble. Every Dr. Scholl Foot Comfort Appliance and Remedy is positively guaranteed to give entire satisfaction or your money back.

Send For Interesting Foot Book

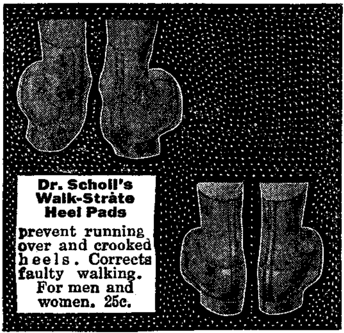
"The Feet and Their Care," by Dr. Wm. M. Scholl, Orthopedic Specialist. Illustrates and describes all foot troubles and a complete line of Dr. Scholl's Appliances and Remedies.

THE SCHOLL MFG. CO.
Largest Makers of Foot Appliances in the World
219D Schiller Street Chicago, Illinois
New York *Toronto* *London*

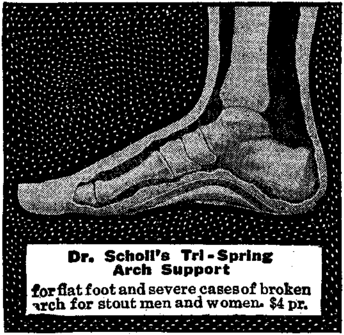


Dr. Scholl's Foot-Eazer
Eases the feet. Relieves tired, aching feet, cramped toes, weak ankles. Worn in any shoe. Price $2.50 pr.

Dr. Scholl's "3" Necessities
home treatment for perfect foot comfort. Cleanses, heals, eases, cools, tired aching feet. Complete Outfit $1.00.



Dr. Scholl's Walk-Strate Heel Pads
prevent running over and crooked heels. Corrects faulty walking. For men and women. 25c.



Dr. Scholl's Tri-Spring Arch Support
for flat foot and severe cases of broken arch for stout men and women. $4 pr.

WATCH YOUR FEET

the Rada. The Ukranian troops were said to have been mobilized near Kief. In an attempt on his life Skoropadsky was reported to have been seriously wounded.

May 24.—A Russian wireless dispatch, communicated to the State Department in Washington, states that a mutiny broke out among the troops of a German division at Dvinsk when they were ordered to the Western front. Fifty were executed and 1,000 imprisoned.

OPERATIONS IN AMERICA

May 22.—A member of the Military Committee in a statement inserted in the House record to-day declared that during the first ten days of May, 90,000 American soldiers were sent abroad and that after the expiration of one year from the arrival of the first shipment of troops from the United States there would be 1,000,000 American soldiers in France properly equipped.

Washington reports that the Senate passes without roll-call the Naval Appropriation Bill, carrying the sum of $1,620,000,000.

May 23.—Andrew Carnegie contributes a million dollars to the New York drive for the American Red Cross.

A. Mitchell Palmer, Custodian of Alien Property, takes over the control and stock of the following corporations: The New England Waste Company, the American Linters Company, the American Products Company, Wolf & Sons, the Anglo-American Cotton Company, and the Richard Mayer Company. The two last concerns are the property of Reis & Co., of Heidelberg, Germany, and the others are part of the world-wide organization of Wolf und Söhne (Wolf & Sons), of Berlin, one of the largest cotton firms in existence.

ay 24.—At a concert at the Metropolitan Opera-house, New York City, to celebrate the third anniversary of the entrance of Italy into the war, Secretary of War Baker announced that American troops, machine guns, and artillery will soon appear on the Italian front.

Following an agreement between Director-General of Railroads McAdoo and Fuel-Administrator Garfield for the faster movement of coal a cut of ten cents a ton in the price of bituminous coal at the mines is ordered by the Fuel Administrator.

Secretary of War Baker sends to Congress the draft of a bill to raise the maximum age limit for voluntary enlistment in the Army from forty to fifty-five years. All men over forty will be assigned to non-combatant service.

ay 25.—Count James Minotto, son-in-law of Louis H. Swift, the meat-packer, is ordered interned at Fort Sheridan as an enemy alien until the hearing on his appeal shall be heard.

The nomination of Maj.-Gen. Peyton C. March as Chief of Staff of the Army with rank of General, and of Maj-Gen. Tasker H. Bliss as General by Brevet are confirmed by the Senate.

The Army Medical Department takes over the Greenhut building, in New York City, as a hospital and clearing-house for wounded soldiers. There will be room for 3,000 invalids.

Lieut. W. B. Kuen and Private W. M. Snyder, both of Pennsylvania, are killed in an airplane collision at Waco, Texas.

The Army bill, carrying direct appropriations of nearly $10,000,000,000 and authorizations of nearly $2,500,000,000, is reported to the House by the Military Committee. The report discloses that the exact number of American airplanes in France is 1,316, of which number 323 are combat planes. There are 3,760 planes in the United States. The total number of officers in the Army was given as 140,133, and the total number of men before the April draft call was 1,506,152. The draft will carry that number slightly above 2,000,000.

May 27.—The second war-fund drive of the American Red Cross ended to-day and it is estimated that the nation will have given $150,000,000, or fifty millions more than was asked.

Coincident with the news of the resumption of the German drive President Wilson appears before Congress and in a message declares that a revenue bill is necessary, that money is vital, and that delay is dangerous. He insists that profiteering must be checked by increased taxation and bids both chambers to forego politics and to do their duty.

May 27.—Washington dispatches state that Major-General Wood has received orders to proceed to San Francisco and take command of the Western Department, instead of proceeding to Europe, where it was expected he would command an army corps.

Gustave Bernhard Kuhlenkampff, a captain in the German Army reserve and a friend of von Papen and former Ambassador von Bernstorff, is arrested as an enemy alien on the order of Chief De Woody, of the New York Bureau of Investigation.

FOREIGN

May 24.—A dispatch from San Juan, Nicaragua, states that the Government of Costa Rica has declared war on the Central Powers.

May 25.—A dispatch from Mexico City confirms the report that Mexico has severed diplomatic relations with Cuba.

DOMESTIC

May 22.—Governor Whitman, of New York, announces that on June 1 the antiloafing law will become operative in the State. Rich and poor alike, between the ages of 18 and 50, will be forced to find useful employment.

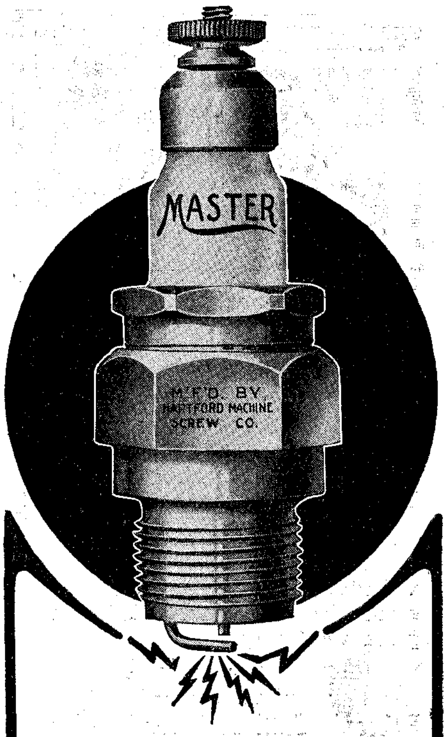
May 23.—A dispatch from Kansas City states that Mrs. Rose Pastor Stokes, charged with violating the Espionage Act, was found guilty on all counts in the indictment by a Federal jury. The maximum penalty on each of the three counts is 20 years' imprisonment and $10,000 fine. Sentence was deferred pending an appeal for a new trial.

A dispatch from Baton Rouge, La., states that the State senate failed to ratify the Federal prohibition amendment by a vote of 20 to 20, the House having previously adopted the resolution by a vote of 70 to 44. The legislatures of ten States have ratified the amendment.

A Washington dispatch states that Samuel Rea, President of the Pennsylvania Railroad, and Daniel Willard, President of the Baltimore & Ohio, are removed as the operating heads of their roads by Director-General McAdoo.

May 26.—In a general order issued by Director-General McAdoo the eight-hour day is extended to all classes of railroad employees, and the wage increases granted by the Railroad Wage Commission are put into effect. The order will affect 2,000,000 men and the increase in wages will be more than $300,000,000 a year.

May 28.—A merger of the Adams, Southern, Wells-Fargo, and American Express Companies into a Federal Company to handle all of the business on the Government-controlled railroads is authorized by Director-General McAdoo.



MASTER
M'F'D. BY HARTFORD MACHINE SCREW CO.

BUILT UP to a Standard
Not down to a price

THE next time you have spark plug trouble put a set of Masters in your engine. The increased "snappiness" and added power in your motor will surprise you, and furthermore you will be freed from any more plug troubles.

The uniform, high quality of Master Calorite Spark Plugs maintained by the rigid inspection tests to which every individual spark plug is subjected, assures service out of all proportion to their cost.

6 *Styles—A Master for every type and make of engine.*

$1.00 and $1.25, depending upon the type. Leading dealers can supply you. If not, send to us for a set.

Made and Guaranteed by
Hartford Machine Screw Company
546 Capitol Ave., Hartford, Connecticut

MASTER

MOUNTING AND FRAMING PICTURES
A handy guide to making and finishing all sorts of frames as well as to artistic mounting and framing of pictures. *Cloth, 240 illustrations, by mail, 58c.*
Funk & Wagnalls Company, 354 Fourth Ave., N. Y.

"Mum"
(as easy to use as to say)

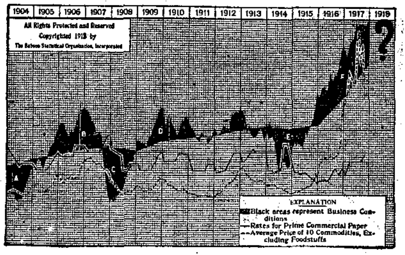
—deodorizes from bath to bath

"Mum" applied right after this morning's bath prevents the embarrassing odors of perspiration all day. Doesn't smother one odor with another, nor check perspiration.

25c—at drug and department stores.

"Mum" is a Trade Mark registered in U. S. Patent Office.

"Mum" Mfg Co 1106 Chestnut Street Philadelphia



What is Labor Going to Do?

Labor today is a greater manufacturing problem than supply of raw materials. And it will be even a bigger problem after the war. You can't dodge the issue.

***Now* is the time to study the labor situation. Babson's Reports will give you an intelligent understanding of labor in its relation to private industry.**

Particulars sent free. Write to Dept. G-25 of

Babson's Statistical Organization
Executive Block **Wellesley Hills, Mass.**
Largest Organization of its Character in the World

How to Save

Thrift is not thrift unless it is systematic.

The Partial Payment Plan provides a constant spur toward saving through its monthly instalments.

Your savings save for you, too, for you invest *while* you save.

Send for Booklet B-9,
"The Partial Payment Plan."

John Muir & Co.
SPECIALISTS IN
Odd Lots
Main Office, 61 Broadway, N.Y.
New York, N.Y. **Brooklyn, N.Y.**
Newark, N.J. **Bronx, N.Y.**
New Haven, Conn.
Members N. Y. Stock Exchange

INFLUENCE OF THE MIND ON THE BODY
By Paul Dubois, M.D. 12mo, Cloth, 64 pages. 50 cents.
FUNK & WAGNALLS COMPANY, Pubs., NEW YORK

Permanent Monthly Income
of $25
can be had for
about $3,800
invested in 50 shares of
Cities Service Preferred Stock

Cities Service Company is one of the largest and strongest Oil and Public Utility organizations in America. Its stock will afford a maximum of stability.

Monthly Dividends
Monthly Earnings
Statements

Write for Circular LD-90

Henry L. Doherty & Company
BOND DEPT. (Ground Floor)
60 Wall Street, New York
Phone Hanover 1600

INVESTMENTS-AND-FINANCE

LAST YEAR'S INCREASES IN RAILROAD REVENUE

THE gross revenues of railroads increased last year over the previous year. Proportionately the increases were greater in passenger revenues than in freight. Lines serving Washington were especially the gainers. At the same time some of the Southern and Pacific coast lines showed heavy increases in passenger business. The biggest passenger gain, among important roads, was reported by the Southern Railway, with 38 per cent. increase, against 13.4 per cent. gain in freight. Louisville & Nashville, with 16.7 per cent. increase in freight revenues, showed 28.8 per cent. gain in passenger business, while Atlantic Coast Line reported 29 per cent. gain. Roads which showed increases of over 20 per cent. in passenger business were Baltimore & Ohio, Chesapeake & Ohio, Southern Pacific, and Union Pacific. *The Wall Street Journal*, discussing the matter from these facts, says:

"Several causes apparently contributed to this improvement in passenger revenues. One was undoubtedly the volume of troop movement, beginning in the late summer and growing continuously. The more Western and some of the Southern roads apparently benefited from the "See America First" movement or tourist travel, while the constant shifting of labor that has been witnessed in the past few years also helped to swell the total receipts from passengers in practically all sections.

"The roads serving the capital were particularly fortunate in the matter of higher passenger earnings. Washington, from the time that America entered the war, became the Mekka of 'Dollar-a-Year' men, inventors, munition-manufacturers, and tourists, and this has meant a constant stream of travel to and from that city that has kept all trains, and especially those of the *de luxe* variety, filled all the time. Following is a comparison of the freight and passenger revenues of a representative group of roads, with the percentage of increase and the total increase in both departments for all railroads as reported to the Interstate Commerce Commission last year.

FREIGHT REVENUES

Road	*1917*	*1916*	*Inc.*
*N. Y. Cent.	$148,192,842	$139,913,243	$8,279,599
New Haven	40,395,998	38,727,425	1,668,573
Pennsylvania	175,365,902	162,519,195	12,846,907
Southern Ry.	58,450,037	51,517,527	6,952,512
Balt. & Ohio	102,365,163	91,891,920	10,473,242
Ches. & Ohio	42,998,222	39,888,932	3,109,290
Southern Pac.	132,606,207	112,458,555	20,147,642
Union Pac.	93,347,834	84,012,148	9,335,686
Northern Pac.	65,258,994	59,543,298	5,715,905
St. Paul	79,957,271	79,648,512	308,758
Great North'n	64,300,666	61,053,293	3,247,372
Norfolk & W.	56,381,035	51,114,186	5,266,849
Atl. Coast L.	28,960,412	25,184,952	3,775,460
Ill. Central	63,126,728	53,325,517	9,801,211
Atchison	98,801,487	85,605,011	13,196,475
Wabash	29,342,854	27,609,740	1,733,113
Burlington	87,008,549	77,310,516	9,698,073
Erie	53,764,724	50,007,585	3,757,138
L. & N.	55,678,079	47,727,974	7,950,105
All U. S. roads	$2,829,246,769	$2,574,740,215	$254,506,554

PASSENGER REVENUES

Road	*1917*	*1916*	*Inc.*
N. Y. Cent.	$57,432,037	$52,290,919	$5,141,117
New Haven	34,427,801	31,085,035	3,342,766
Pennsylvania	53,042,546	44,989,747	8,052,799
Southern Ry.	24,303,182	17,607,037	6,696,145
Balt. & Ohio	19,990,255	16,169,173	3,821,082
Ches. & Ohio	7,899,461	6,435,025	1,464,426
Southern Pac.	45,380,193	37,112,447	8,267,746
Union Pac.	25,207,728	20,092,808	5,114,420
Northern Pac.	15,646,778	13,959,369	1,687,208
St. Paul	21,329,946	19,756,835	1,573,111
Great Northern	15,836,341	14,361,519	1,474,821
Norfolk & W.	7,023,153	5,956,081	1,067,072
Atl. Coast L.	11,576,685	8,970,879	2,605,986
Ill. Central	17,099,135	14,435,403	2,663,731
Atchison	$30,907,445	$26,293,788	$4,613,656
Wabash	7,673,810	7,024,228	649,581
Burlington	24,373,779	21,833,534	2,540,245
Erie	9,829,483	9,485,104	344,379
L. & N.	16,374,643	12,709,973	3,664,669
All U. S. roads	$825,496,365	$707,757,469	$117,738,896

---

*Includes Boston & Albany.

"Latest figures indicate a progressive increase in passenger earnings this year. Southern Railway reported receipts of $7,609,768, a gain of 67.4 per cent. over last year's figures in the first three months of 1918, while March passenger revenues were $2,879,587, an increase of 87.6 per cent. This compared with a gain of 10.5 per cent. in freight for the three months' period and 20.2 per cent. for March. Baltimore & Ohio's passenger earnings in the first three months of 1918 were $5,113,475, a gain of $1,404,838, or 37.8 per cent., while for March they were $1,847,169, a gain of $547,129, or 42.1 per cent. This road's freight revenues decreased $1,362,368 or 6.2 per cent. for the three months, while in March they increased $1,704,479, or 22.4 per cent. Louisville & Nashville, with $4,726,680 passenger revenues in the first quarter of 1918, gained 37.8 per cent. For March the receipts from passenger traffic were $1,609,293, or 40.4 per cent. increase over 1917. Union and Southern Pacific showed gains of 34.6 per cent. and 20.9 per cent., respectively, in passenger receipts for the three months, and 39.3 per cent. and 23.6 per cent. for March."

THE VAST INTERESTS OF GERMANS IN OUR INDUSTRIES

"Palmer for an endless curb upon Germany," is the New York *Times's* characterization of the attitude of the Alien Property Custodian in the matter of large German investments in American industries. He would "divorce utterly and forever all Teuton capital," and is against turning over American concerns to Germans after the war is ended. Mr. Palmer took this position in an address at Detroit made in the interest of a patriotic fund campaign. He prefaced his address with a statement that German interests in this country naturally fall into two classes which must be treated differently "because the motives which brought the investments here are entirely different in each class."

In the first of these classes he placed the investments of individual German subjects in American enterprises which are usually in small amounts. In such cases he thought investments should not be disturbed "except to the extent of making certain that no return or income from them may be made available to the owners in order to lend aid and comfort to the enemy during the war." Shares of stock, bonds and other forms of investment of this character are taken over by the Alien Property Custodian, "their earnings collected and deposited in the Treasury and the securities themselves retained in the custody of American banking institutions as depositaries to await such distribution in kind as the Congress may determine after the war."

The second class require different treatment, because such investments "mark an outpost of German *Kultur*, and stand in the trenches dug into the soil of American industry and commerce for the purpose of weakening American control of American resources." In an investment of that class we run up against "the great financial, industrial, and commercial powers

Weigh your truck investment for safety-earning-resale value

WHETHER you buy a single truck or a fleet of trucks, the investment is too big, too important to be lightly undertaken without measuring it carefully by these fundamental business standards.

Safety depends on:

whether the truck continues in service;
whether the maker continues in business;
whether the maker stands behind it.

Earning depends on:

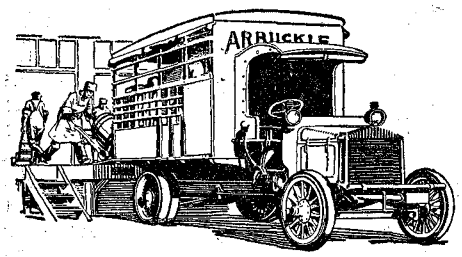
its suitability for its work;
its carrying capacity and speed;
its uninterrupted service.

Resale depends on:

the demand for the truck in the second hand market and the proportionate price it commands.

How does your prospective purchase measure up?

AN investment in Pierce-Arrow trucks is sound and can be demonstrated on these three points from the actual experiences of owners.



SAFETY The first Pierce-Arrow truck began commercial work, July 11, 1911, for Arbuckle Bros. That year they bought five more and twenty-five since.

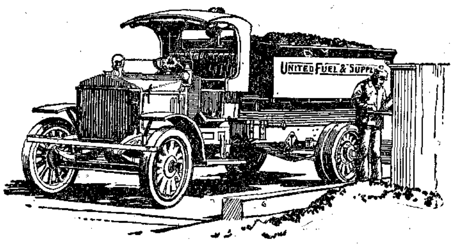
Brainerd Bros. bought this first Pierce-Arrow in 1916. Today it has run over 100,000 miles and is in perfect condition.

The first hundred Pierce-Arrows have now averaged over 75,000 miles. No Pierce-Arrow truck has ever worn out or become obsolete.

EARNING We have studied transportation conditions and have data of actual operation in 103 different lines of business. We know what our trucks will do under all conditions. Our main interest in a sale is that it shall develop repeat orders. So we never sell a truck where it cannot make good.

for instance:

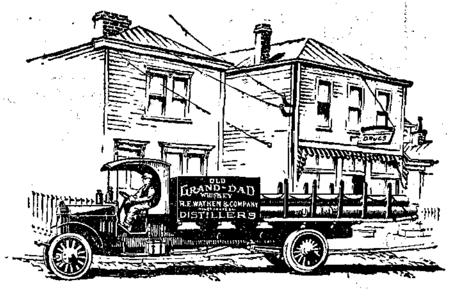
The United Fuel & Supply Co. of Detroit, selected four makes of trucks for competitive test in use. It bought 30 Pierce-Arrows on their record for general efficiency, low operating cost, and minimum of idle time. This happens repeatedly when tests are made.



Greater speed enables Pierce-Arrows to carry a larger aggregate load in a given time than any other trucks.

Pierce-Arrows in contracting work average six trips against five of other trucks, with consequent large earnings.

RESALE Rarely is there a Pierce-Arrow in the second hand market. Unusual conditions sometimes force sales.



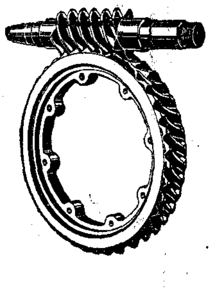
for instance:

R. E. Wathen Company of Louisville, sold a Pierce-Arrow truck to the Schroer Transportation Company after five years' service for $2800—a depreciation of only 7% a year. Of it, they wrote: "We would not have sold it at all had the Government not stopped the manufacture of whisky and would have gladly given $3000 for another in the same condition."

George Schroer writes of it: "The truck was in excellent condition and we were glad to give $2800 for it. It is doing the work as satisfactorily as any new truck we have."

PIERCE-ARROW

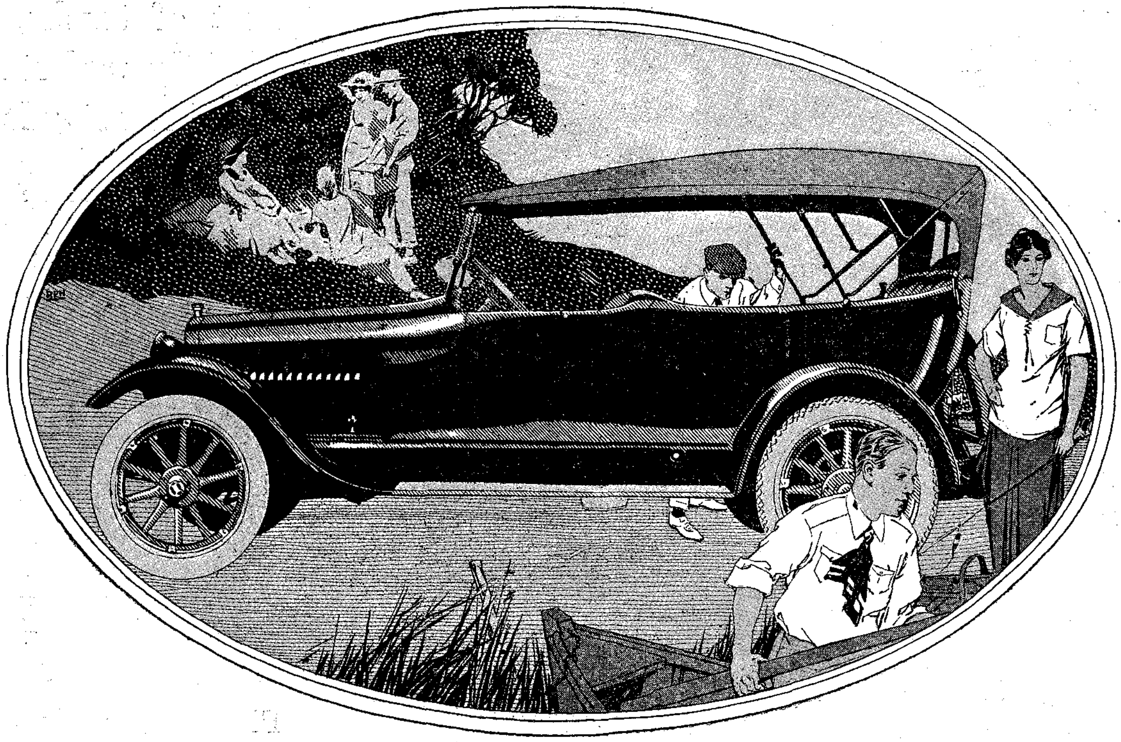
Motor Trucks



THE PIERCE-ARROW MOTOR CAR CO., BUFFALO, N. Y.

CHANDLER SIX

Famous For Its Marvelous Motor



Unusual Economy Without Sacrifice

THE Chandler Six has always been famous for its economy of operation—economy without the sacrifice of reserve power, without the sacrifice of roadability, without the sacrifice of beauty of design.

Thousands of Chandler owners all over America tell of gasoline mileage of fifteen to seventeen miles per gallon.

Tire mileage of seven thousand to nine thousand miles per set of tires is commonplace among Chandler owners.

Chandler owners and Chandler dealers say that the service upkeep of the Chandler car is much less than that of any other good cars which they have owned or sold.

The owner of a Chandler Six possesses a really great automobile—great not merely from the standpoint of economy of operation and maintenance, but, even more important, from the standpoint of mechanical excellence and daily performance.

The Chandler motor, designed and built in our own factory, distinguishes the Chandler chassis, marked throughout by its simplicity and sturdiness. The life, pick-up, get-away and endurance of this motor will astonish you quite as much as it pleases you.

Bodies of most attractive design and of unusual comfort are mounted on the Chandler chassis.

SIX SPLENDID BODY TYPES

Seven-Passenger Touring Car *Four-Passenger Roadster*
Four-Passenger Dispatch Car
Convertible Sedan *Convertible Coupe* *Limousine*

CHOOSE YOUR CHANDLER *NOW*

Dealers in all principal cities and hundreds of towns. Write us for catalog today.

CHANDLER MOTOR CAR COMPANY, CLEVELAND, O.
Export Department: 1790 Broadway, New York Cable Address: "Chanmotor"

of Germany in what amounts to American branches of German business concerns. Generally these branches are American corporations in which the enemy owns the predominating interest." Mr. Palmer continued:

"How complacently we have permitted this to be done, how foolishly we have even encouraged it to be done, and how fatal it might have proved to the financial, industrial, and commercial independence of the United States we have only lately come to realize. In the case of nearly two hundred corporations, running the entire gamut of American industry, the Alien Property Custodian has taken over a majority interest formerly held by German capital. The enemy stock has been transferred into the name of the Alien Property Custodian. Directors and managers representing this stock have been installed and the properties are being operated with the same degree of efficiency and with the same profit to the stockholders as heretofore.

"As a result, I have had this peculiar and, I may say, disquieting experience. I have sat in Washington and watched these great enemy corporations under my management earn enormous profits growing out of the very war-conditions for which their owners and their owners' friends in Germany are directly responsible, and I face the possibility of piling up these inordinate profits for distribution after the war to the very persons to whom, under the circumstances, it would be unmoral and unconscionable for them to go.

"The Government finds itself with a large organization at its own expense preserving property which was placed here originally as a hostile act looking to the conquest of America. We may be put in the position of rewarding hostile acts by generous returns under our management of the capital invested. Or, if the Congress shall conclude at the termination of the war to deny to the owners the profits which have been made certain by the war which Germany has thrust upon the world, there is still a possibility that when the war is over these properties will be restored to their owners and Germany will be permitted to go on where she left off in building a great industrial and commercial army to aid her in some future plan of conquest. Shall we permit it?

"Our prime purpose now is to win the war. To this end America, at last fully awake to the awful menace to Christian civilization which unbroken German power will always be, has dedicated every ounce of her energy, every breath of her life, to the task of crushing that power. It is now, and will continue to be until victory shall come, our sole purpose to use every resource at our command and every weapon at our hand to destroy this thing which threatens not only Europe but America as well, which darkens not alone the present hour for the generation in which we live, but all the future for those who are to come after us.

"This being so, it seems to me to be an important part of our work to capture the army which Germany skilfully and craftily planted midst the busy wheels of American industry, and to break, never to be again repaired, the industrial and commercial chain which Germany has stretched across the American continent and our insular possessions. I would let Germany understand now that her plan has dismally failed. I would let her understand now that no matter how long she fights, or what sacrifice she makes, or what price she pays, however much territory she may occupy, or whatever worlds she may conquer, there is one place which she will never soil again with the tramp of the marching legions of her industrial army. That is the United States of America. I would divorce utterly and forever all German capital from American industry."

Mr. Palmer estimated that Germany had built in this country "a great financial and industrial structure having a money value of $2,000,000,000 and a potential economic and political value far greater." Furthermore, this structure was "designed so to hold American industry as to frustrate the organization of our resources in case of war." With two hundred American corporations controlled by the financial and military power in Germany, we had a situation that "might easily have been fatal in America had it not been discovered in time." When the war began in 1914 the structure "had become so large and powerful and was so firmly entrenched in the industrial life of our country that its real commanders in Germany cherished the hope that it would prove the makeweight which would keep America out of the war, or, failing in that, constitute a powerful ally of the German cause in our very midst." Mr. Palmer added:

"During the last twenty-five or thirty years Germany had built up upon American soil a structure reaching into every part of the country and stretching its arms across the seas to fasten upon Porto Rico, the Virgin Islands, Hawaii, and the Philippines. Congress has declared that all these enemy properties shall be managed and administered by the Alien Property Custodian with all the powers of a common law trustee, the proceeds to be distributed after the war in such manner as the Congress may determine. This means that the final disposition of the properties or the funds realized from their sale will be a topic for discussion and a subject for settlement at the council table of the nations at which permanent peace shall be restored to the world."

MAY'S BULLISH STOCK MARKET

In a discussion of the rising stock market that prevailed in May until the government plans for greater taxation were announced and the new German drive begun, *Bradstreet's* remarked that Wall Street itself was "somewhat surprized by the sudden development." Daily transactions increased from small dimensions to totals for several days of over 1,000,000 shares at each session of the Stock Exchange. The accompanying rise in quotations went to figures which in many cases were the highest of the year. Apparently this indicated a resumption of investment purchasing and active speculative operations for an advance. The demonstration began immediately after the initial shock caused by the successes of German armies in the early stages of their great offensive in March had subsided, when markets gave "a reassertion of confidence in the ability of the Allies to hold their lines, which never wavered, notwithstanding the temporary gains which the Teutons made from time to time." In fact, *Bradstreet's* was disposed to think the whole upward course of prices down to May 25 was based upon "the conviction of the financial public that the end of the great struggle in Europe will be the discomfiture of the enemy." In its calculations the market did not take the possibility of an early peace into account, there having been throughout "an absence of definite ideas of that character as an element in the situation." Mr. Balfour's statement in Parliament regarding the readiness of the Allies to entertain genuine offers did not lead to any change in the market's attitude on this subject. The writer said further:

"In accounting for the fact that between April 11 and the present week (ending May 18), the average quotations for twenty leading industrials have advanced nearly 8½ points, while twenty railway issues have risen about 6½ points, with

The luxurious upholstery for Motor Cars and Furniture

CHASE

Mohair Velvets

Made by Sanford Mills

The days of "mere upholstery" have passed—no longer need one purchase unknown quantities.

Chase Mohair Velvets are backed by our seventy-one years of successful manufacturing, and have been used by America's leading hotels, railways, and homes for over thirty years.

No other upholstery material combines rich, decorative appearance with extraordinary wearing qualities to such an extent as the beautiful, luxurious Chase Mohair Velvets.

Made from the lustrous fleece of the Angora goat, Chase Mohair Velvets enchant with their beauty. Their wonderful, lustrous surface is not impaired by pressure — no wearing out in spots—easily cleansed, comfortable, sanitary and sturdy.

Motor-Car Interiors

Fascinating, harmonious and most sanitary.

For Furniture

Enduring from generation to generation.

Scores of distinctive, unique patterns in fast colors.

SAMPLES ON REQUEST

L. C. CHASE & CO.
BOSTON
NEW YORK CHICAGO DETROIT
SAN FRANCISCO
Leaders in Manufacturing Since 1847

CHASE

Put Precision and Snap Into Your Drill

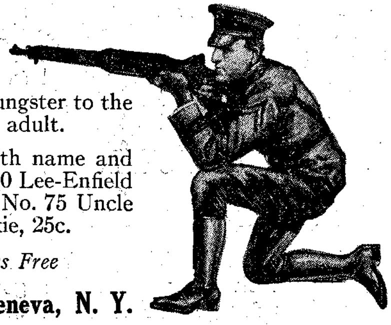
Why do they issue rifles to recruits a day or so after enrollment? Just to put snap and precision into drill—to get erect body effect, quick muscle action, straight lines and efficiency of manœuvre, where without a gun there is a lack of interest, attention and spirit. Whether or not real rifles are available, you can get snappier drill work if you use

In-Vu-Rifles
Regulation Wood Drill Guns

(By permission of Chief of Ordnance, War Dept., U. S. A.)

for your home guard, cadet or drill work. It is the regulation army Lee-Enfield or Springfield reproduced in wood to the exact size, shape, feel, without the weight. It is even better for recruits because handled with greatest facility, and misuse cannot cause injury or money loss. It is the official drill rifle of home guards, infantry and naval corps, cadet and military service organizations, in national and state units everywhere—because best for preliminary training, drill and setting up exercises, making sure of better work with real guns later.

5 Models—25c to $1.50



Everything from a small dummy for the youngster to the finished In-Vu Lee-Enfield for the uniformed adult.

To save time, send or telegraph money with name and address of Commander for sample. No. 150 Lee-Enfield Model, $1.50; No. 100 Springfield, $1.00; No. 75 Uncle Sam, 75c; No. 50 Liberty, 50c; No. 25 Rookie, 25c.

Descriptive Folder and Full Particulars Free

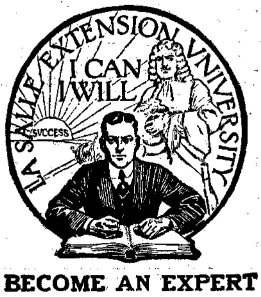
IN-VU MFG. CO., 6 Lehigh Avenue, Geneva, N. Y.

ATONIA GASTRICA
By Achilles Rose, M.D. *net*, $1.00; by mail, $1.08.
FUNK & WAGNALLS COMPANY, Pubs., NEW YORK

30 DAYS FREE TRIAL

Ranger Electric Lighted Motorbike

and ***freight prepaid*** on a new 1918 **"RANGER"** bicycle. **Write at once** for our *big catalog* and *special offers*. Take your choice from 44 styles, colors and sizes in the famous **"RANGER"** line.
Marvelous improvements. Extraordinary values in our 1918 price offers. *You cannot afford to buy* without getting our *latest propositions* and **Factory-to-Rider** prices.
Boys, be a **"Rider Agent"** and make big money taking orders for bicycles and supplies. Get our *liberal terms* on a sample to introduce the new **"RANGER".**
TIRES, equipment, sundries and everything in the bicycle line at *half usual prices. Write Today.*
MEAD CYCLE COMPANY Dept. B-172 Chicago



BECOME AN EXPERT
ACCOUNTANT

Executive Accountants command big salaries. Thousands of firms need them. Only 2,000 Certified Public Accountants in U. S. Many are earning $3,000 to $10,000 a year. We train you thoroughly by mail in spare time for C. P. A. Examinations or executive accounting positions. Knowledge of Bookkeeping unnecessary to begin—we prepare you from ground up. Our course and the service are under the supervision of a large staff of C. P. A's, including William B. Castenholz, A. M., C. P. A., Former Comptroller and Instructor, University of Illinois; Wm. Arthur Chase, LL.M., C.P.A., Ex-Secretary Illinois State Board of Accountancy; and other members of American Institute of Accountants. Low tuition fee—easy terms. Write for free book of Accountancy facts.
LaSalle Extension University, Dept. 652-HA Chicago
"The World's Greatest Extension University"

GRAMMAR at a Glance

It Fits Your Vest Pocket

a new idea—*"The Dictionary of Grammar,"* by James A. Hennesy—with rules, diagrams, and helpful hints—gives the essentials of English Grammar in the rapid-reference form of a dictionary. "A handy little vest-pocket volume," says *N.Y. Eve. Sun.* Invaluable for teachers, writers, speakers, proofreaders, etc. Cloth bound, 37c postpaid; leather 67c postpaid
Funk & Wagnalls Company, 354-60 Fourth Avenue, New York

Stop the Leaks Preserve your Roofs with

GENUINE
HYDRO-CARBONITE
THE ORIGINAL
ELASTIC ROOFING PAINT
AND
SEAL-TITE
PLASTIC ROOFING
THE ORIGINAL ASBESTOS
ROOFING CEMENT

Direct Mail Service

We have had 35 years experience and our Service Department can solve your roof problems.

Write us and we will tell you how you can waterproof and preserve your roofs, with full information regarding our roof-repair materials.

THE MONARCH PAINT CO.
1300 W. 70th St., Cleveland, Ohio

appreciations in some cases of as much as 25 points in individual members of the stock list, a number of circumstances of a domestic nature have to be taken into consideration. The Street would perhaps be inclined to summarize the matter by saying that apprehension as to the outcome of the war has measurably subsided, that securities were disproportionately low, and that at the same time the financial public realizes that the effects of the Government's financial operations necessitated by the war are not found to be so disturbing to trade as had been feared, while it is also realized that the policy of the administration in relation to business and the great industries of the land has become one of cooperation instead of coercion.

"Certainly the facts now shown in relation to the continuance of large earnings by industrial companies, and their consequent sustained ability to maintain the payment of dividends to their stockholders on a satisfactory scale, have played a considerable part in stimulating the stock market's advance. In a like manner, the beneficial side of the taking over of railroad operations by the Government for the period of the war has affected, tho in a somewhat smaller degree, the position of railway issues. It is true that the absorption of a large percentage of the country's liquid capital in the Liberty Loans might be regarded as an obstacle to the development of public buying of securities, but it has been one of the anomalies of the situation that the movement has taken place in the face of the last and greatest operation of that sort.

"The following table gives the high and low quotations for a number of representative stocks in 1917, compared with their low prices since the beginning of the present year and the high figures for 1918, reached in each case during the present week:

	1917		*1918*	*High this*
Railroads	*High*	*Low*	*Low*	*Week*
Atchison	107½	75	81	88
Baltimore & Ohio	85	38¼	49	56⅞
Canadian Pacific	167¾	126	135	150
Erie first preferred	49¼	18¾	23⅛	35
Great Northern preferred	118¼	79¼	86	93¼
Lehigh Valley	74½	50⅜	55	62
New York Central	103⅝	62½	67½	75½
Northern Pacific	110¼	75	81⅛	89
Pennsylvania	57⅜	40¼	43⅝	45
Reading	104¼	60⅛	70⅛	90
Rock Island 7 per cent. pfd	84¼	44	56¾	71¼
St. Paul	92	35	37⅛	45
Union Pacific	149⅝	100¼	109¾	126½
Steels				
United States Steel com	136⅝	79½	86½	113¾
Colorado Fuel	58	29¾	34¾	50½
Republic Iron & Steel	94½	60	72⅝	96
Midvale	67½	30	43¼	61
Lackawanna	103⅞	68	73¾	91⅞
Industrial				
American Locomotive	82¾	46⅝	53½	71¾
Baldwin Locomotive	76½	43	56⅛	101¾
American Car & Foundry	80⅜	57	68¼	81⅝
American Smelting	112¾	67⅝	74½	84¾
Anaconda Copper	87	51⅛	59⅛	71½
Consolidated Gas	134⅝	76½	84	91¼
American Sugar	126⅜	89	98	116
General Electric	171¾	118	127¾	153
Sumatra Tobacco	62¼	30	60¾	129½

AS TO SHORTAGE IN LABOR

That the nation's industrial man-power "has not suffered any serious depletion as a result of the United States' first year in the world-war, so far as indicated in recent surveys of the general labor situation," is the conclusion of the United States Employment Service and the Illinois Free Employment Bureau. Except in "certain skilled trades," these bureaus find "no marked shortage of labor." The chief problem in industries at present is distribution. So far this year the labor turnover has, however, been greater than in the previous years, but this is attributed to some extent to "unusual opportunities for individual betterment offered by plants working on war-contracts." The Chicago district office of the Federal Bureau, which has been reorganized for service as the national machinery for the mobilization and distribution of the country's labor, has handled the applications of hundreds of thousands of workers, including more than 260,000 mechanics for shipbuilding. A system of daily surveys shows where the greatest shortages or surpluses exist, and with this information the bureau has been able to make economic distributions. Manufacturers are urged to use it in order to reduce the labor turnover and uneconomic competition between industries essential to the war. A summary of the bureau's work, as printed in *The Journal of Commerce*, says further:

"At the employment bureau 6,000 persons sought work in March, and there, too, the demand is in about equal balance with the supply, except in a few trades. Positions were found for nearly all the applicants. The demand for women workers is said to be about normal. Only in a few isolated cases have they replaced men called to the colors. A few plants engaged on war-contracts have employed large numbers of women without difficulty.

"Many women teachers are said to be leaving the schoolrooms for more remunerative employment and the draft has drawn so heavily upon the already scant supply of men teachers that several States report the situation alarming for next year. A survey of thirty-seven States just completed by the Professional Service Division shows that during the present school year West Virginia was forced to close between 150 and 200 schools because of the scarcity of teachers. In Montana and Wyoming about two dozen schools were closed for the same reason, while New Hampshire, North Carolina, Delaware, Mississippi, Alabama, New Mexico, South Dakota, Wisconsin, and Indiana report a marked shortage. The bureau has 700 teachers' applications and 600 vacancies listed, but a large percentage of those seeking positions, it is pointed out, are not qualified for work in the departments where the greatest deficiency exists.

"To cope with what is expected to be an unprecedented railroad labor shortage later in the year, a new department of the United States Employment Service has been organized to handle railroad labor for the Western regional district. By order of Director-General McAdoo the railroads have abolished their labor bureaus and the Government agency will recruit their men as well as direct the distribution. In event of an acute shortage of workers in maintenance-of-way departments, it is planned to suspend work not absolutely necessary and send men from these locations to points where they are more urgently needed. A great number of laborers are said to have left the bonds because of the higher wages they can obtain in mines or factories.

"So far the farmers of the Central West and Northwest have had little difficulty in finding enough help. Most of them demand experienced hands, but are being urged by employment officials to accept more men from the Public Service Reserve, which consists for the most part of students. In a few Western States the harvest labor question is being taken up by communities, each community mobilizing emergency workers to help near-by farmers. Mobile forces of harvesters are also being organized to begin with the Kansas winter wheat harvest and move northward through the Dakotas and other Northwestern States, where the wheat is ready for cutting after the Kansas harvest is over. These men, with the hands available from the Public Service Reserve, are expected to furnish ample farm labor.

"An innovation in the Federal Employment Bureau is a department organized to aid crippled soldiers returning from the war. The committee for the handicapped, a private organization, has just been merged with the service. It will list positions disabled men can fill and help them reestablish themselves in civil life."

MOSLER
VESUVIUS

MOSLER
VESUVIUS
PLUG

Quality makes it
"The Indestructible Plug"

"*A veritable ribbon of flame is produced by the massive electrodes of the Vesuvius.*" —A. R. MOSLER

The continuous, powerful sparks emitted by the Vesuvius plug secure the energetic ignition that means greatest engine efficiency.

Motors with Vesuvius Plugs in the cylinders start and pick up quicker, throttle easier, run smoother and develop maximum power.

Perfected design and conscientious construction, Vitite (Patented) unbreakable insulator—gas-tight—carbon proof.

Buy them anywhere at the standard price $1.00. (Vesuvius Mica Tractor Plug, $2.00.)

"Mosler on Spark Plugs" written by A. R. Mosler—authority on ignition problems—sent free. Tells the right plug for all motors. Address

A. R. MOSLER & CO., New York, N. Y.

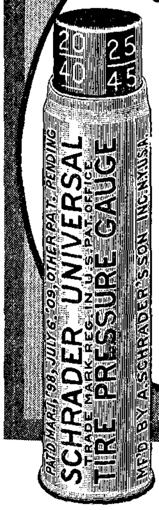
Also manufacturers of the famous Spit Fire (platinum point) Plugs for Magneto Ignition Systems $2.50 and Superior Plugs for the Ford Car 75 cts.

100 Engraved CARDS with COPPER Plate $1.50

Genuine, handsome engraving on Crane card stock. Social or business. 1 to 4 lines. *Block-Curvette Block-Roman, Old English-Script.* Send check, cash, money order. State style. Satisfaction guaranteed.

EPCO ENGRAVING
MILTANO CO., 1328 Broadway, New York City

WANTED AN IDEA! Think of some simple thing to patent. Protect your ideas; they may bring you wealth. Write for "Needed Inventions" and "How to Get Your Patent." **RANDOLPH & CO., Dept. 171, Washington, D. C.**


20
25
40
45
PAT'D MAR.1,'98, JULY 6,'09, OTHER PAT. PENDING
SCHRADER UNIVERSAL
TRADE MARK REG. IN U.S. PAT. OFFICE
TIRE PRESSURE GAUGE
MF'D BY A. SCHRADER'S SON INC. N.Y. U.S.A.

Air is Cheap
Use Plenty of It

Air pressure not only affects the duration of your tires, it also has a very direct bearing on how many miles per gallon your gasoline will give you.

Measure your air pressure with a

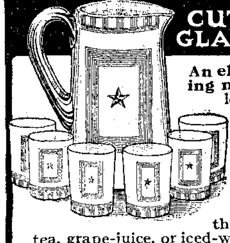
Schrader
UNIVERSAL
Tire Pressure Gauge

and save not only your tires but your gas.

When your tires are under-inflated it takes more gasoline to drag them along the road—sometimes as much as 25% more.

$1.25

A. SCHRADER'S SON, Inc.
781-791 Atlantic Ave., Brooklyn, N. Y.



HONOR FLAG
CUT GLASS SERVICE

An elegant, useful and lasting method of showing your love and pride for the boys whom you have given to the cause of Righteousness and Humanity. Every home having one or more men in the service is privileged to secure one of these handsome sets. Just the thing for lemonade, iced-tea, grape-juice, or iced-water. An ideal ornament for any buffet or table.

Pitcher holds 4 pints. Price, complete with 6 tumblers, as shown, only $4.25 prepaid. 2-star set, $4.50; 3-star set, $4.75; 4-star set, $5.00. Order today. Specify stars. Illustrated folder free.

THE CONDON GLASS CO., 577 Oakwood Ave., Toledo, Ohio

DEALERS: Don't fail to get our proposition.

TYPES FROM CITY STREETS

A collection of brilliant character studies of men and women to be met with in the Bohemian life of New York, by HUTCHINS HAPGOOD. A volume packed with human interest, laughter and pathos. *12mo, Cloth. Illustrated. $1.50; by mail, $1.55.*

Funk & Wagnalls Company, 354 Fourth Avenue, New York

JUST PUBLISHED
The Rose-Bush of a Thousand Years
By Mabel Wagnalls
The fascinating story upon which is based the Famous Screen Drama
REVELATION
Featuring Madame Nazimova

The inspiring story of Joline, the artist's model—her care-free and unrestrained life, her visit to the forbidden grounds of the monastery, the startling developments there, and her subsequent regeneration. This book is illustrated with eight scenes from the motion picture. It is a fascinating story and is beautifully told.

READ THE BOOK—THEN SEE THE PLAY!

Cloth bound, price 75 cents net; by mail 83 cents.

FUNK & WAGNALLS COMPANY, New York

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"L. L. D.," Minneapolis, Minn.—"In the couplet

'When every bush and high tree-top
Is flaming with colors so rare'

should the verb be the singular *is*, or the plural *are?* It has been criticized in the form written, but it would seem that *every* has the same effect as *each* would have, and that *bush* and *tree-top* are separate singular subjects of the verb, and that *is* would be correct. Which is correct?"

Dr. James C. Fernald ("English Grammar Simplified," p. 208) rules that "when two or more singular nominatives connected by *and* are modified by each, *every*, or no, they are taken separately and have a verb in the singular number. . . . *Every* teacher and (every) pupil *was* ready."

"B. R.," Raleigh, N. C.—"Please tell me the story of the origin of the Christmas-tree and its use."

The history of the Christmas-tree is difficult to trace. It has been connected with Ygdrasil, the great tree of Norse mythology, and Christmas-trees and May-poles are known to be relics of that famous Scandinavian Ash. The roots and branches of Ygdrasil, the world-tree, or as it is sometimes called, the Tree of Time, bound together heaven, the earth, and hell. From it all tribes of nature received nourishment. According to a Scandinavian legend of great antiquity the Christmas-tree owes its origin to the service-tree which sprang from soil that had been drenched with the blood of two lovers who had been foully murdered. During the Christmas season flaming lights that no wind could extinguish sprang mysteriously from its branches at night, and the practise of illuminating the Christmas-tree may, perhaps, be traced to this tradition, which no doubt was strongly influenced by the fact that lights were (and still are) a feature of the Jewish feast of the Chanuca or Lights (December 10). Among the Greeks Christmas is called the Feast of Lights.

From the earliest times Scandinavia was inhabited by two distinct peoples—the *Svea* (or Swedes) in the north, and the *Gota* (or Goths), in the south. They spoke similar languages and were of the same stock. In the fourth century the territory occupied by the Goths extended from the Baltic to the Black Sea, but this vast state was broken up by the Huns whose hordes then overran Europe. To the dispersion of the Goths may be attributed the spread of Scandinavian customs over the continent and the fact that the Christmas-tree is sometimes said to have originated with the Germans.

Sir George Birdwood has traced the history of the Christmas-tree to the ancient Egyptian practise of decking houses at the time of the winter solstice with branches of the date-palm, the symbol of life triumphant over death, and therefore of perennial life in the renewal of each bounteous year.

"J. A. L.," Glade Spring, Va.—"In addressing a letter to a society composed of men and women is 'Dear Sirs' correct?"

No. A *society* which measures up to the meaning of the word usually elects a presiding officer and a secretary and either one of these should be addressed, the salutation being made to conform with the sex of the office-holder.

"R. E. D.," Philadelphia, Pa.—"Is it correct to use *properties* when the plural of real estate is intended, as, 'I am the owner of several *properties*'? Is not the word *property* plural in that sense?"

The dictionary defines *property* as "any object of value that a person may lawfully acquire and hold; anything that may be owned"; therefore, there is no objection to using it in the plural.

"I. M.," Chicago, Ill.—"What is the literal meaning of the term 'trial by newspaper'?"

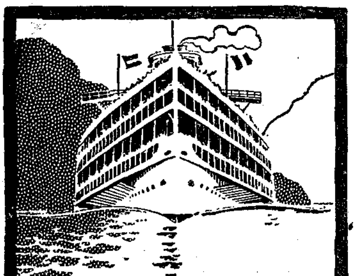
"Trial by newspaper" means agitation carried on in the columns of a newspaper for the purpose of influencing public opinion for or against a person who is undergoing, or about to undergo, trial.

"A. E. S.," Hartford, Conn.—"How should *canceled* and *cancelation* be spelled—with one or two *l's?* Would be pleased to have you point out the difference in spelling of these two words, if any, as between the Standard, Century, and Webster dictionaries."

Both forms are correct, the simpler form being American and the longer form English. The NEW STANDARD DICTIONARY prefers the spelling with one *l*, but gives the form with two *l's* as an alternative.

Travel and Resort Directory

COLORADO SPRINGS-MANITOU
At the Foot of Pikes Peak
Here, where mountain meets plain, where mineral springs bubble forth from Nature's great laboratory, where picturesque mountain scenery is easy of access, and where cool summer climate invigorates—Manitou invites you to partake of the upbuilding rest and recreation that you need in *these strenuous times.*
THE CHAMBER OF COMMERCE [Write today for illustrated folders]
100 Independence Building
Colorado Springs, Colo.



Hudson River By Daylight
Most delightful trip in the world. Big, luxurious steamers daily except Sunday between
NEW YORK and ALBANY
Also attractive one day outings from New York. First trip from New York, May 24; from Albany, May 25.
Restaurant—Music
Send for timetables and further information
All through rail tickets between Albany and New York accepted.
Hudson River Day Line
Desbrosses Street Pier, New York

Three Summer Cruises
BY SPECIAL STEAMER
St. Lawrence and Saguenay Rivers
Leaving Queenston Ontario (Niagara Falls), on the modern Steamer
ROCHESTER
July 4, August 1, August 29
Visiting Niagara Falls, Toronto, Lachine Rapids, Montreal, Quebec, St. Anne de Beaupré, Montmorency Falls, Murray Bay, Tadousac, Trinity Bay, etc. Under personal conduct and direction of the
AMERICAN EXPRESS COMPANY
Nine days—1350 miles by water
Send for illustrated literature
65 Broadway New York

LEARN SPANISH
IN A FEW DAYS
It will make things easier for you in a hundred ways and will put many dollars in your pocket. Remember that new avenues of trade are opening up every day with the Latin-American republics, and the man who can speak Spanish will be at a premium. **You can soon become fluent—a little spare time daily makes you so—The Rosenthal Common-Sense Method of Practical Linguistry** will teach you to speak, read, and write Spanish readily if you will devote *ten minutes* of your leisure time each day to this wonderful system which teaches you in the way a child learns to speak, by nature's method. Write now for free booklet, "Revolution in the Study and Teaching of Foreign Languages."
FUNK & WAGNALLS COMPANY, New York

Classified Columns

PATENTS AND ATTORNEYS

MILLIONS SPENT ANNUALLY FOR IDEAS! Hundreds now wanted! Patent yours and profit! Write today for free books—tell how to protect yourself, how to invent, ideas wanted, how we help you sell, etc. 211 Patent Department, American Industries, Inc., Washington, D. C.

DON'T LOSE YOUR RIGHTS TO PATENT PROTECTION. Sign and witness form "Evidence of Conception." This form, book and suggestions sent free. Lancaster & Allwine, 211 Ouray Bldg., Washington, D. C.

PROMINENT NEW YORK BUSINESS MEN desirous financing meritorious inventions protected by me. Send your ideas. Honest advice and "Truth About Patents" free. J. REANEY KELLY, 912-F Woodward Bldg., Washington, D. C.

YOUR IDEA WANTED. PATENT YOUR INVENTION. I'll help you market it. Send for 4 free books, list of patent buyers, hundreds of ideas wanted, etc. Advice free. Patents advertised free. RICHARD B. OWEN, Patent Lawyer, 45 Owen Bldg., Washington, D. C., or 2278-V Woolworth Bldg., N. Y.

PATENTS THAT PROTECT. Advice and books free. Highest references. Best results. Send sketch or model for search. Watson E. Coleman, Patent Lawyer, Washington, D. C.

WANTED IDEAS.—Write for list of patent buyers, What to Invent with List of Inventions Wanted, and $1,000,000 in prizes offered. Send sketch for free opinion as to patentability. Our four Guide books free. Patents advertised free. Victor J. Evans & Co., 759 Ninth, Washington, D. C.

MISCELLANEOUS

SAVES TIME, MONEY, LABOR — Costs less than the average mistake. THE RAY adds *with speed and accuracy of highest* priced machines. Also directly subtracts. Used by U. S. Government, International Harvester Co., B. & O. Ry., business and professional men everywhere. Complete for $25.00. Handsome desk stand free. Send no money, but write for 20-day free trial. RAY CO., 1927 Candler Bldg., New York.

The Rose Bush of a Thousand Years
By Mabel Wagnalls. An entrancing story of an artist's little French model. The escapade that takes her into the garden of a monastery, the startling result of her visit, and the beautiful climax, make a most unusual and delightful narrative. The screen drama
"REVELATION"
featuring Madame Nazimova, is based upon this book and the book is illustrated with eight beautiful scenes taken from the photoplay.
Cloth bound, price 75c net; by mail, 83c
FUNK & WAGNALLS COMPANY
354-360 Fourth Avenue, New York

BUSINESS OPPORTUNITIES

WE establish you in business for yourself. Now paying others $3,000 to $6,000 yearly. Exclusive territory contracts for selling our Visual Instruction Equipment to schools and libraries. High-grade, educated men with references; cash deposit guarantee required.
UNDERWOOD & UNDERWOOD,
417 Fifth Ave., Dept. C, New York.

WANTED immediately. Men—Women, 18 or over. $100 Month. Thousands U. S. Government War Positions open. Write immediately for free list. FRANKLIN INSTITUTE, Dept. R-117, Rochester, N. Y.

Salesmen, for MULTIPOST STAMP AFFIXERS and Parcel Post stamp machines. Every office a prospect. Well advertised and territory circularized. Whole or part time, or as a side line. Liberal commissions. Multipost Company, Dept. F, Rochester, N. Y.

MISCELLANEOUS

MILITARY WRIST WATCH. High Grade Elgin or Waltham, luminous dial, solid silver case, $15.00. Send for booklet of similar values in all military jewelry needs. Don't let him go to war without some remembrance. *Largest dealers. Military Watch Company,* 1 Sailor Building, Pittsburgh, Pa.

"MODERN" DUPLICATOR — A BUSINESS GETTER. $1 up. 50 to 75 copies *from pen, pencil, typewriter. No glue* or gelatine. 35,000 firms use it. 30 Days' Trial. You need one. Booklet Free. J. G. Durkin & Reeves Company, Pittsburgh, Pa.

ST-STU-T-T-TERING AND STAMMERING CURED AT HOME
Instructive booklet free.
Walter McDonnell, 79 Potomac Bank Bldg.
Washington, D. C.

The Other Side of the Lantern
By Sir Frederick Treves, LL.D.
A personally conducted tour around the world without leaving your armchair. As physician to the late King of England, Sir Frederick was favored with letters of introduction which enabled him to see every phase of life (of court and people) in the various countries visited. A peculiarly graphic style enables him to present these in most vivid form to the reader. Several printings have been called for, the truest measure of its interest.
Cloth, popular edition, $2.25 net; by mail, $2.40
FUNK & WAGNALLS COMPANY
354 Fourth Avenue, New York